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aress.

Hongkong, July 12th, 1910.

Harbin in the North and Dairen (Dalny) in the south, and it is interesting to note from the report of H.B.M.'s Consul at Newchwang, that though she will have to concede supremacy to Dairen, her own existence is not threatened by the rise of Dairen. At the same time, it must be evident that the development of the latter place means that it will deprive the older port of a considerable section of the trade which has hitherto fallen to her, and this cannot but affect the balance of trade entering the dependency. In other words, it is exceedingly probable that the change will not be beneficial to British interests. Already they suffer keenly from Japanese competition, and were Dairen to become the principal port, as seems likely, it follows that the more favoured position which the Japanese possess by their geographical proximity, as well as their early establishthe place, will operate to tons. the advantage of the latter. The refor 1909, revealing an improvein every branch, furnish evidence of the extraordinary expansion of trade which has followed the development of railway communications in Marchuria, but the noteworthy aspect of the figures is that

Newchwang should be able to record a substantial increase for 1909 in view of the even greater business done during the same period and in the same commodities by Dairen. The competition between the two ports during the year was of the keenest description, but the fact that Dairon has a harbour which is ice-free throughout the year and capable of accommodating vessels of the largest size, whereas that of Newchwang is closed to savigation during the winter months and is inaccessible at all seasons to steamers of more than nineteen feet draught, owing to the bar at the mouth | Cretan Assembly met and decided of the Liao River, gives the former so over- by whelming an advantage that there can be Moslem Deputies. no doubt that in the struggle for trade Newchwang must inevitably be left behind four months. by her newer rival. "Nevertheless," writes the Consul, "the close proximity of Newchwang to the chief inland trade centres, the water communication which the Liao River quisite of a Cigar. Our Warehouse gives her with the interior, and her longestablished trade connections, will always retain for this port an ample share of the fitted Drying Rooms for Maturing trade of the hinterland. There is no reason, monoplanes. elf therefore, to apprehend that the prosperity of Dairen must necessarily mean the decline of Newchwang." The character of her trade will certa inly be changed. It will Belgian, M. Obeslagers, accomplished become more local, but its volume 514 miles an hour on monoplanes. may be expected to increase. There is, Any Cigars purchased from us have therefore, no occasion to feel pessimistic regarding the future of the port. The only question is, whether British and other western traders will be able to obtain a proportionate share of the expansion which is proceeding with striking rapidity in Manchuria. The foreign trade of Newchwang for instance, other than with Japan, entirely in the hands of Chinese merchants, and there does not seem to be any prospect of any other foreign trade developing. "The difficulty under the circumstances of making any suggestions for the extension of British trade that are likely to be of practical use will be obvious," writes the Consul. "The Chinese dealer, though always prepared to meet any demand that may arise for foreign goods, is not inclined to go out of his way to push or create a market for any particular article unless perhaps he sees a certainty of immediate profits. There can be no doubt that the great progress made by Japanese goods on the Manchurian market is due to wishing to follow in order to judge the the fact that the Japanese have to a great extent kept the management of their trade in their own hands. The methods they have adopted may possibly be open to criticism, but they have shown far more energy and Correspondents must forward their names and enterprise in developing their trade in this country than any other foreign nation, and deserve a good deal more credit for their All letters for publication should be written on success than people are inclined to give No anonymously signed communications that them." This is the old, old story. At tave already appeared in other papers will be the same time, it is satisfactory to learn, although the tonnage entering Newchwang under the Japanese flag still exceeds that of any other nation, the British flag is considerably ahead of the rest in the value of cargoes carried. In 1908 the British from a Chinese in Queen's Road. tonnage employed was 35 per cent. of the total entered and cleared, and the value of the cargoes carried by British vessels was 44.4 per cent. of the trade. In 1909 the tonnage under the Union Jack fell to 38 per cent. of the total, but, on the other hand, the British share of the trade rose to THE tradal interests represented in China 49.1 per cent., or very nearly one-half, of have recently had their eyes turned on the total carried under all flags. The Ja-Manchuria, and the prospects of the com- panese, on the contrary, have slightly inmercial development of that debateable creased their percentage of the tonnage, land have been discussed with considerable viz., from 41 per cent in 1908 to 41.2 per animation. Until a few years back New- cent. in 1909, but their share of the total chwang held the monopoly of the trade there. | trade has fallen from 27.9 to 26.4 per centbut now she has powerful competitors in Japanese vessels have the monopoly of the

> course of the present year. It is stated that the postal administration in Tibet may be undertaken by Great Britain. The health of the Colony last week was very satisfactory, only one case each of plague (fatal):

almost entirely employed in the China Coast

trade. But traders of other nationalities

will doubtless have something to say in

may expect even greater changes in the

the development of Manchuria, and

diphtheria and enterio fever being reported. A local rebellion has broken out in the Yuan chiang district. Hunan province, and engage ments have been fought with the Imperial

and Mining Company's three mines for the week ending 25th June amounted to 27,107.49 tons and the sales during the period, to 22,787.11

There was a change of programme at the Hippodrome Circus last night, and the new turns put on were just as amusing and sensalation as those which delighted spectators last week. To-morrow night His Excellency the Officer Administering the Government and party are expected to attend, and a special programme is being arranged for the occasion.

TELEGRAMS.

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BEUTER'S SERVICE TO THE "HONGKONG DAILY PEESS."

CRETANS AMENABLE.

LONDON, July 10th.

It is reported from Canca that the 55 votes to four to admit the

The Assembly then adjourned for

AVIATION TRIUMPHS.

LONDON, July 10th.

The Rheims Aviation Week has resulted in the triumph of th

M. Mamet with two passengers flew 57 miles in 99 minutes, and the

Mr. Labouchere travelled 211 miles in 4 hours 37 minutes in his biplane.

LONDON, July 11th.

M. Obeslager's flight of 245 miles in 203 minutes constitutes records for speed and distance.

miles in 124 minutes.

THEIR MAJESTIES AT ALDERSHOT.

LONDON, July 11th.

The King and Queen leave to-day for Aldershot, where they will spend a week watching the training of the

There will be no ceremonial parades nor formal inspections, his Majesty practical work.

At the conclusion of the naval manœuvres the King will make a similar visit to Portsmouth.

AT THE MAGISTRACY.

A Chinese youth, seventeen years of age, who wrenched a gold earring from a woman's ear in Queen's Road near the Supreme Court, was sentenced by Mr. E. R. Hallifax to six months' imprisonment and six hours stocks.

Six months' imprisonment and aix hours' stocks was the sentence passed on a thief by Mr-Hallifax for stealing a silver watch and chain

A native was charged before Mr. Hallifax with stealing the two year old son of a sampan woman at Shankiwan. So far, the child has not been recovered, but as the police entertain hopes of finding it, his Worship granted a week's adjournment.

As the result of a raid by Sergeant Lenaghan on 24, Tai Ning Street, Shaukiwan, twelve Chinese appeared before Mr. Hallifax on a charge of gambling. One of the defendants. who was proved to be the keeper of the game. was fined \$100 or three months, while each player was ordered to pay a fine of \$3.

On Sunday morning Detective-Sergeant Murphy and a squad of detectives from the Central District, reinforced by the Shaukiwan very considerable trade between Newshwang police, raided 1A, Quarry Bay and captured 32 gamblers. The charge against the keepers of and Japan, while the British tonnage is the game was withdrawn on account of the alender evidence available, but each of the defendants was ordered to pay a fine of 34.

> For stealing a waistcoat which was hanging. out to dry on a house verandah in Des Voeux Road, Mr. J. R. Wood sentenced anative to three weeks imprisonment and four hours' stocks.

His Worship convicted three natives of running a common gaming house at 138, Des Voous Road Central, where lettery tickets were printed and sold. Sentence was deferred.

As an Indian soldier was strolling along samed a true determination of the question Cochrane Street two Chinese overtook him and linue, and the right acquired was to make use of walked along, one on either side. The man on his right put his left hand in the Indian's pooket | stood, all which was perfectly true, but it had to and took his purse. A plain clothes watchman witnessed the act, and promptly arrested both of The total output of the Chinese Engineering | the Chinese. On hearing the evidence yester. day Mr. Wood sentanced each of the defendants. to six weeks' imprisonment and four hours'

> The return of visitors to the City Hall Library and Museum for the week ending the 10th July. 1910, shows that of non-Chinese there were 405 to the Library and 185 to the Museum, and o Chinese 170 to the former and 2,534 to the latter. The Library was, therefore, used by 575 persons and the Museum by 2,719.

SUPREME COURT. Monday, July 11th. IN ORIGINAL JURISDICTION.

[BEFORE THE FULL COURT.]

WHAT CONSTITUTES A PROMISSORY NOTE The discussion of the Full Court on the point raised in the action brought by Teai Kan against Chung Teem Kwei to recover \$7,521.15, said to be due with interest on four promissory notes, was delivered by the Chief Justice. The question raised was whother the Chinese doonments, on which the money claimed was ad vanced, constituted promissory notes.

Mr. M. W. Slade, instructed Mr. F. d'Almada e Castro (of Messrs. Almada Smith), appeared for the plaintiff, and defendant was represented by Mr. C. G. Alabaster instructed by Mr. Christopher Wilson Mesers. Hastings & Hastings).

The Chief Justice stated that during the hearing of this case a question arose as whether certain Chinese documents were promissory notes or not. In view of the importance of the question, and the frequency with which it arose, his Lordship the Chief Justice directed that it should be argued before the Full Court as a special point of law in order to have a final and authoritative decision on the question. The Court were referred to a decision of Mr. Justice Smith, given in summary jurisdiction some years ago, in which he dwelt on the importance of the presence or absence of the Chinese words "Pat ng." They had given that judgment due consideration, but were of opinion that it still left the question open for discussion. The borrowing and lending of money, which was an operation which was based on contract, set up a contractual relationship governed by the ordinary principles of contract. It worked out At Rheims Mr. Morane flew 121 ultimately into a variety of forms, one of which was called a promissory note, with which alone the Court had to deal : and if it took the form of a promissory note, certain consequences were hald down in the Bills of Exchange Ordinance attached to it. With these consequences the Court had nothing to do. They had only to inquire whether certain contracts made between Chinaman, of which the ones before them were typical, come within the category of money-landing contracts. There was nothing to compel Chinamen to adopt our form of promissory note il they preferred another. The Court had only to take the form they used, and to see whether il came within the definition. This definition, though highly analytical, was not complicated. It expressed a simple train of thought which was quite capable of application to the form used between lenders and borrowers. It was arrued that there was not in this case an unconditional

> missory notes. IN APPELLATE JURISDICTION. [BUFORE THE FULL COURT.]

promise to pay; only a statement that the leader

might demand return, and, therefore, non constal

the borrower engaged to pay on demand. On

the other side it was argued that this engage-

ment followed inevitably from the words actually

used, and was therefore implied. The Court

found that the documents in question were pro-

MITCHRLL C. LEMM. The reserved decision of the Court was delivered in this action, in which the appellant sought that the judgment given on the point of law raised by the appellant on the 9th June, 1909, might be reversed; that the judgment given in this action on the 17th September might be reversed or varied, that the judgment given in this on the 8th December might be reversed or varied; that judgment might be entered for the appellant; and that the costs of this application and in the Court below might be paid by the respondent to the appellant.

Mr. M. W. Slade, K.C., instructed by Mr. P. M. Hodgson (of Messrs. Ewens & Harston) moved the Court on behalf of the appellant (John Lemm), and Mr. C. G. Alabaster, instructed by Mr. D. V. Steavenson (of Meiers. Deacon, Looker & Deacon), represented the respondent (T. A. Mitchell).

The Chief Justice said, believing as he did in the theory to which he had given expression more than once, that it was impossible for two sound chains of arguments to lead to opposite conclusions when applied to the same facts, the arguments with which that appeal had been supported had a very peculiar interest, because while they had not seriously attacked the prinople on which his judgment was based in the Court below, they had developed the subordinate argument which was dealt with in that judgment, and had elaborated it into an argument of extreme ingenuity in every partand that argument led, according to the appellant's contention, to the inevitable conchain that the judgment of his Lordship was wrong. The question was put as to whether any rights were given by the first judgment to defendant, who had successfully ousted plaintiff. The answer was "Yes. The right to plead res judicata. This the judgment as an estoppel while the record be translated into the more accurate phrase, the right to plead res judicata in the cas in which that principle applied; that is, if the same question was raised again, the right to use the judgment as an estoppel. To go further than that was to beg the question. Therefore they came back to the old question Does this second action raise the question determined by the former! By that chain of argument the answer was "No." The Ordinance did not intend to alter the effect of the judgment, all existing rights were saved, the defend anthad acquired a right, that right was to make use of a final judgment already given between the

parties as a defence to a subsequent action on the | whatever that the master-allowing him only same facts. The only semblance of a right which | the most superficial knowledge of the Merchant the defendant had acquired under the judgment Shipping Act-intended the prosecution to be was, to have criminal conversation with his under the Act. Therefore what he did was neighbour's wife with impunity, and the effect justified. Then came the difficulty of the case: of the judgment was, it was specially to be re- the persons were presecuted for a common marked, that he shared this right with the rest of the community. It was not surprising that the legislature thought it right to pass a law declaring that such a right had nover and was to be deemed to have never existed. With gard to the fact that in this case the facts were such that the action for damages had to be broughtseparately fro m the divorce proceedings, entitled to such benefit as an acquittal this was one of those anomalies of the law which it was to be hoped would in due course altered, His Lordship then dealt with the question of costs and said that there was one obvious error in his former judgment. He had said the appellant was a joint tort feassor with the other co-respondents in the Scotch proceedings. Of course he was not, therefore he was not liable to the whole of the costs. The Scotch proceedings were not before the Court, therefore there must be a reference to the Registrat, who would decide what division should be made. The application was dismissed with costs, but as appellant had succeeded in one small point he was entitled to an allowance, and that would be allowed on the lump sum principle at onetenth of the cost of the appeal.

The Puisne Judge concurred. THE PAISE IMPRISONMENT CASE. Judgment was delivered in the appeal from the decision of Mr. Justice Hazeland in the summary action in which Wong Fu Ng was awarded \$500 damages from Captain A. A. Johnson of the s.s. Shui On for alleged assault

and false imprisonment. Mr. M. W. Slade, K.C., and Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton Davidson (of Messrs, Hastings & Hastings).

(of Messrs. Deacon Looker & Deacon), appeared for the appellant, and the respondent was represented by Mr. Eldon Potter, instructed by Mr. The Chief Justice, in the course of his judgment, said the facts in this case were not very complicated. What happened was fairly clear, and it was what might have been expected to happen in the circumstances. The plaintiff seemed to have insisted in his avidence that the captain refused permission to him to go off in a launch which was lying alongside. But it was manifest that what the captain did was to refuse to charter a launch to take the passengers off, because, as he said, there would have been a salvage claim. His Lordship was clearly of opinion that the presence of a considerable number of passengers on the bridge clamouring for something to be done came well within the words "obstructing and impeding," and it was quite sufficient for the captain to satisfy the Court that he could not have got to the wheel-house or telegraph had he wanted to: and that it was not necessary him to show that he was in fact inpeded or obstructed in any particular attempt to get to the wheel-house or telegraph. The "execution of his duty was a very wide term, and involved as many the case had been set down for Monday, that was passive as active acts. For the Court to held why they were there. otherwise would be to strike a severe blow at discipline and good order among the passengers | with costs. at sea. The same consideration induced his Lordship to come to the conclusion that the words "the crew or any of them" included the captain and the officers. It was not a sufficient answer to say that the captain had a preventive remedy, because that would lead to the extraimposed for impeding or obstructing the common sailors, but not for impeding or obstructing the captain, on whom the principal duties on board ship fell. His Lordship also held that the compredors was included in the term "crew," just as much as a steward on an English liner would be. On the facts the Chief Justice was clearly of opinion that serious offences against the Merchant Shipping Act purch, we as the Sam Sik Yun flour. were committed in obstructing and impeding the captain, and in molesting the compradore. Owing to the way in which the Merchant Shipping Act was drafted, some of it being applicable to the Colonies, the task of legislating for shipping in the Colonies was peculiarly difficult, and he knew no question which had giv-

quietered down after the ship was affeat was of an account or for damages. course immaterial. Some stress was laid on the had given in charge to be prosecuted for the not think this followed at all; the compradore's evidence would have been required if the charge had been made under the Act. What the master actually did was, the signal to the police not having been observed to send the chief away pending the arrival of the police. the two constables arrived he gave the men charge, and they were led off to the station amid some confusion, to which the plaintiff contributed, and with the ignominious method adopted by the police towards Chinamen. The Merchant Shipping Act laid down certain procedure, and this case seemed to his Lordship to fall wholly within the Act. By sub-section the master, and all persons called by him to assistance, could without warrant detain the person who committed an offence under the section. That was precisely what he did. Lordship could not imagine any reasonable provision of the law, nor any case more exactly falling within it. But master did not ask these persons their name and addresses as required, therefore the plaintiff scored one point. His Lordship had no doubt

on more trouble to Colonial Attorneys-General.

He thought that not only was the master

instified in prosecuting the persons who had

assault on the compradore. It was abundantly clear that this course was adopted by the Inspector to whom the charge was preferred. His Lordship thought he made a mistake, and re that he should have taken advice before acting. However, that was not the point now, the plaintiff was acquitted, and he was would give him in an action for false imprisonment. And this meant, was the master responsible for the action of the Inspector in making a charge outside of the Act? On ordinary principles his Lordship thought it would be impossible so to hold, and that it would not be possible to held that he aided or abotted the Inspector. He was bound to say that the master became a quasi-consenting party to the proceedings actually taken by watching them, therefore the plaintiff scored a second technical point. Against this must be set his actual conduct, on which his Lordship had already expressed his opinion. It was impossible that a man who acted wrongfully throughout should be allowed to make a substantial profit out of a technical mistake not committed by the defendant at all. for which he was in no way responsible; nor did his Lordship think that the defendant should be mulcted in a large sum when every action that he took was right. It was not in any way criticising the Magistrate's decision on the charge of assault when he said that if the charge had been properly preferred under the Act the plaintiff would have been convicted and properly punished. Taking all these circumstancesinto consideration, his Lordship thought that the damages should be reduced to a small substantial sum, to distinguish it from nominal damages-\$10-each party to pay his own cost, of appeal, and also in the Court below, because in his Loriship's view of the facts, this was a case in which he should have withheld the costs from the plaintiff in spite of his obtaining a small sum by way of damages.

The Puisne Judge agreed with the Chief

IN OBIGINAL JURISDICTION. BEFORE HIS HONOUR SER FRANCIS PIGGOTT (CHIEF JUSTICE).

NO PLAINTIFF The action which Arthur Dreyfus brought against Ullmann & Co. and Engene Bernheim for damages for alleged wrongful dismissal was

mentioned. Mr. M. W. Slade, instructed by Mr. P. M. Hodgson of Messrs. Deacon, Looker & Deacon, who appeared for defendants, explained that the parties had come to terms, one of which was that plaintiff, on receiving from defendants a certain sum of money, without their admitting liability. was to withdraw the action. He had left the Colony without withdrawing the action. As

Plaintiff's name was called, and as he did not the law which governed the maintenance of appear judgment was entered for defendants

AN INJUNCTION GRANTED.

Application was submitted to have the interim injunction, granted last year at the instance of the Portland Flour Mills Company, Oregon U.S.A. restraining Scares & Co. morchants and commission agents, 1, Duddell Street, Victoria, ordinary conclusion that a heavy fine was from infringing plaintiffs trademark, made perpetual.

Mr. M. W. Slade, instructed by Mr. Hodgson, appeared for the plaintiffs, defendants not being

Plaintiffs alleged that the three-colour design of their trademark was infringed by defendants. The Dayton Mills flour had been on the Hongkong market for many years and was known to

Mr. flade stated that an order for the trial ex parte had been made by his Lordship with the consent of the defendants. Plaintiffs were one of the oldest American firms who imported flour into this Colony, and the mark infringed had been in use here for upwards of twenty years. It was known as the three-colour mark. Defendants imported a quantity of flour with the infringing trade mark, and acting on behalf of their principals, Soares & Co., opposed the taken part in the disturbance but that it was interim injunction. They no longer opposed his duty to do it. The fact that things had the injunction and plaintiffs did not press for

Mr. Blade then read the evidence of Quan fact that the compradore was sent up to the Kai, a member of the Kwang Hee Ying Police Station, and it was contended that this firm of general export and import merchants showed that the master intended the persons he and commission agents, of 264, Des Voenz Road Central. Witness deposed to being the assault on the compredore. His Lordship did agent in Hongkong and South China for the Portland Flour Mills Co. His firm were large purchasers from the plaintiffs of various brands of flour, including (among other brands) the brand sold as "The Dayton Mills Patent Colour Flour," and known to Chinese officer for a constable, and meanwhile to close the and commonly called by them the "Three Colours gates of the wharf to prevent the men getting | Seal." The bags containing the plaintiffs' flour in question were stamped with lettering and bordering in red, blue and green colours, and the "get up" of such lettering and bordering was very distinctive. Witness knew as a fact that plaintiffs had sold the flour in question in bags of the "get up" indicated in Hongkong for over fifteen years. It had come to his knowledge that the defendants had been selling flour not made by or sold by the plaintiffs in bags marked in such a manner as to induce a belief in purchasers of such flour that it was the plaintiffs' flour. Defendant's flour was put up in manner very similar to that in which the plaintiffs' was put up, and was calculated to deceive purchasers and to delude them into the belief that in purchasing the defendants' goods they were in reality purchasing the goods of the plaintiffs. Witness believed that the sale of defendants' flour got up samentioned would cause considerable damage to the plaintiffs in regard to their sales of flour. The injunction was granted with costs.

SHIPPING NOTES.

The s.s. Shasi, brut at Taikoo Dockyard for the Yangtsze passenger trade, had steam tests on Saturday. The trial was satisfactory.

A shipment of Hankow tea for European Russia his recently been put through Dairen, probably for the first time. Hankow tea is very popular among Russians, but has heretofore been imported vid Shangh ai and Vladivostok

It is reported that negotiations have been completed for the transfer of the British steamer Benlomond to the Nippon Shosen Knisha, of Tokyo, whose steamers are plying in Chinese waters.

Those who have been accustomed to hold up the arrangements at Continental ports as a model to be imitated by the Port of London may read with some surprise the information furnished by the Shipping Gazette's Antwerp correspondent with regard to the charges made at that port for watching cargo on the quays. There is, he states, no regular tariff, and any receiver who oversteps the twenty-four hours' limit allowed by merchants for taking delivery of goods "at once finds himself in the hands of one of the corporations, each of which has its own conditions and tariffs. In many instances they are there should not be an official tariff for watching charges on quay."

There seems good reason to believe that the latest Orient liner, for which the order has now been placed on the Clyde, will have a combination of reciprocating engines and turbines. In this respect, therefore, she will be distinguished from the rest of the fleet, and her achievements will find an ample basis for comparison. It also transpires that the Aberdeen-White Star Line, in ordering two new passenger steamers for the Australian trade, has also decided that one of them shall be engined on the combination principle. This vessel is to be known as the Demosthenes. Her sister ship, likewise of about 12,000 tons, is to be known as the Themistocles, the proposal to call her the Euripides having been abandoned on the discovery that that name is already appropriated.

Economy is evidently a recommendation of the combination principle. Otherwise the New Zealand Shipping Company, after experimenting with the cargo-carrier Otaki, the first combination steamer ever sent across the Southern Ocean, would scarcely have decided that the Rotorna, the latest addition to their passenger fleet should be similarly engined. With three big passenger boats of this type in prospect in the Australian and New Zealand trades, it must be confessed that the joint use of reciprocating engines and turbines has made remarkable strides. It is interesting to note that on the Aberdson-White Star liners above referred to there are to be a certain number of singleberth cabins for third-class passengers. The circumstance is a sign of the times. Probably in the near future the steamship companies will have to recognise that the third-class voyager will be almost as exacting in this respect as saloon travellers.

Early in 1911 the Boston service of the Cunard Company will be strengthened by the inclusion of a new steamer, the Franconia. The vessel is at present being built on the Tyne, the firm entrusted with her construction being Messrs-Swan, Hunter, & Wigham-Richardson, who turned out the famous express steamer Mauretania. This Tyneside firm also built the Ivernia, which has done so much to popularise the Boston service of the Cunard line. The Franconia will be larger than the Ivernia and Saxonia, having a gross register of about 18,000 tons. She will be propelled by twin-screws, driven by reciprocating engines, and will have a sea speed of about sixteen knots. About four miles of girders, and about 100,000 square feet of scaffolding area are being utilised in the construction of the vessel, which is to be completed in eighteen months. The number of men engaged on the construction of the boat is about 3,500, but this, of course, does not include small army of decorators and others, who will perform their allotted tasks before the ship is ready to receive her first passongers. The Franconia will be launched on July 23.

London is this year to be the scene of the conference of the International Law Association. whose meetings, by the courtesy of the City Corporation, are to be held in the Council Chamber of the Guildhall during the first five days of August. To a large extent, the topics to be dealt with concern ship owners and underwriters. Thus the Declaration of London, a which is at the moment exciting a good deal of interest in maritime circles, introduced by Mr. Arthur Cohen. K.C., and Sir John Macdonell, Mr. Justice Walton is to contribute one of three papers on the limits of State interference with maritime contracts, and there are to be a couple of communications on the subject of general average Workmen's compensation commands no fewer than five papers, four of which will be by foreign and Colonial delegates. An American delegate will comment on "The Doctrine of Continuous Voyage," and a visitor from Marseilles will discuss the liability of ships in foreign ports respecting claims for personal injuries. Naturally the conference has its social side. There are to be dinners at the Middle Temple, Lincoln's Inn, and the Law Institute; luncheon at Gray's Inn; a reception at Dorchester House by the United States Ambassador; and an entertainment at the Guildball by the City Corporation. The concluding item of the programme is to be garden party at Cam House, Compden-hill on Aug. 5, at which the hosts will be Lord Justice Kennedy, the president of the conference, Lord Justice Kennedy, the president, and Mr. Justice Phillimore, ex-president.

The distinction has fallen to the Royal Line of bringing home Earl Grey, Governor-General of Canada, by its turbine steamer Royal George. The intimation from Quebec that the same vessel is inaugurating a fortnightly mail service to England under the Federal Government will; it is considered likely, have some bearing on the from gool at Pok Le, a more serious occurrence the Imperial Government expires. Report has district of Kwai Sin. Last week during the contemplation to build two express boats in this | guards, overpowered them and possessed themthe Canadian Pacific Company has long been considering an extension of its fleet.

The report was circulated in Shanghai a week ago that another vessel was ashore on the 30 by the P. M. S. Korea, which read "Steamer | doubtless form themselves into a gang ashore Amherst Rocks. Can you obtain what company, ship or nationality?" Immediately on receipt of this information the pilot boat was disputched to the scene, but the Atagosan Maru was the only vessel in possession of the rock mistake on the part of a captain of one of the pose of buying arms and ammunition, and this implications which revolt our highest ethical that no technical objection should be raised coasting vessels. He saw the Atagosan Maru little short of exorbitant. It seems hardly on the Amherst Rock, and not being aware of credible that in one of the first shipping ports | the fact that the accident had been reported, he drew attention to what he thought to be an unknown vessel in distress. Those interested in shipping circles fearing that another vessel had come to grief on this rock, immediately made investigations, with the happy result that as already stated, it was found that only one vessel had got into difficulties. The Pilot Association, says the N.C. Daily News, is to be commended for the prompt steps taken to investigate the matter.

> LOCAL SPORT. LEAGUE TENNIS.

WATSON'S U. CRAIGENGOWER.

Watson's beat Craigengower by 55 to 44 or Saturday. Scores

Humphreys and Clark beat Lammert and Currie 10-1, beat Basa and Petersen 8-3 beat Higginbotham and Holmes 8-3.

H. Rapp and F. Rapp lest to Lammert and Currie 5-6, lost to Basa and Peterson 2-9, beat Higginbotham and Holmes 7-4.

Taylor and Phillips lost to Lammert and Currie 47, lost to Basa and Petersen 3-8 beat Higginbotham and Holmes B-3.

ROYAL HONGKONG GOLF CLUB

The Captain's Cup was played for at the Happy Valley from 2nd to the 4th inst. with the following results :-

CAPTA	IN'S CUP.		
	Gross	Handica	p Net
+ D. E. Clark	93	14	79
F. Crons	98	- 16	82
A. W. W. Walkin	show 83	gor.	83
L. Evans	98	15	83
J. Clark	85	1	84
E. J. Grist	87	3	84
J. Hall	103	18	85 86
H.S. Sweeting	95	9	- 80
	POOL.		2.
H. Pinckney	91	10	80
A. W. W. Walkin	BLaw 83	SCT.	83
E. J. Grist	87	3	84
† Winn	er of Cup.		9
* Winx	ner of Pool		1.

WIRELESS SCANDAL.

MILLIONS MADE BY SALE OF INFLATED SHARES.

The United States Post Office anthorities have arrested President Wilson and Vice-President Bogart, of the United Wireless Company, who are charged with using the mails fraudulently for the purpose of selling United Wireless stock.

Chief Pest Office Inspector Meyer has issued an official statement declaring that one officer of the company made from a million to two million pounds, and others lesser amounts, by selling to the public shares at inflated values.

There are 28,000 stockholders throughout the country, many of whom placed their savings in the company's stock owing to the false representation of the officers.

Mr. Meyer declares that the real assets of the company are worth £80,000, while the total stock issue was four millions, which has been forced far beyond par by repeated manceuvres, until the last price of a £10 share given by the company makes the total value 200 millions. He says the company's officers sold thousands

they were retaining their holdings and putting money from stock sales into the company The company claimed that its object was to combine all wireless companies, and asserted it

had a large interest in the Marconi Company. This was absolutely untrue. The company owns a few land stations, and has its equipment in several ships. Mr. Meyer fourteen thousand five hundred and thirty-three estimates that the real value of the stock is a Dollars and thirty-two Cents, to defray the penny a share.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 11th at 11.55 am.—The barometer has risen moderately over N. China and Japan. Areas of low pressure are lying over the Yellow Sea and the N.W. part of the Sea of Jepan, the Pacific to the S.E. of Japan and W. China and Tonzking.

Pressure remains high over the S. part of the China Sea, and the Pacific to the N.E. of Japan. Fresh to moderate S.W. and S. winds may be expected in the Formosa Channel and along

the 8. coast of Chins. Hougkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon

to-day is as follows :-(8. winds, fresh Hongkong & Neighbourhood to moderate; S.W. and S. Formosa Channel winds, fresh South coast of China between Same as No. 2 Hongkong and Lamocks. South coast of China betaleen 1 Same as No.1

Hongkong and Hainan ...

CANTON.

(PROM OUR OWN CORRESPONDENT.) Canton, 8th July. MICAPE FROM GAOL.

Since reporting the escape of twenty prisoners situation when the present mail contract with of a like nature has taken place in the adjoining it that the White Star Dominion Line has it in | heavy rain a gang of 50 convicts rushed at the connection, but no confirmation of the rumour selves of their rifles. The alarm was given is forthcoming. The Allan Line has already and the Magistrate put himself at the head arranged to build a new 22-knot steamer, and of some soldlers and set off in pursuit. Three nen were recaptured and the others made their way to the river, where they entered boats and made off. They were intercepted by some men from a guard boat and ten more were recaptured, but not before two soldiers had been Amherst rock. The foundation for this state- fatally shot. The remaining 37 prisoners are with eyes open what God wills and what He does ment was in a wireless message received on June will at liberty and, being armed, they will handitti and live by plunder.

DEMANDING MONEY. At a place called Tai Ma Hu in the Wai Chow Prefecture, the bandits have made a confederation and started a secret society. They issued notices demanding a sum of \$4,000 for the pursum was to be contributed by the natives unde pain of having their possessions stolen. notice having come into the hands of some of the in the interpretation of disease. local gentry, a copy was sent to the officer commanding the troops in the prefecture seking him to take steps to clear out these disturbers of the peace. The officer was not at his post, however, having gone to Canton. A telegram was then sent to Canton, urging Nothing in life is more wonderful than the authorities to send the officer back at once. as the condition of things in Wai Chow Berions.

FORRIGN COINS. It is reported from the King Chow and Ko Chow prefectures that large numbers of French stream of energy while abating nor jot nor tittle of the Firth of Forth that the captain was told soins are in use, and that there are also a considerable number of Japanese dollars in circulation. It is said that the natives will not accept the Chinese 20 cent and 10 cent pieces, but always demand to be paid in French money. This has come to the ears of the Vicercy, who is taking steps to alter this state of affairs.

THE TELEPHONE. informed the police that the main telephone line at the Kwai Tak gate has been wilfully damaged by some malicious person. The Taotai of Police has issued notices to the effect that anyone found tampering with telephone fixings will be severely punished

WATER POLICE.

people. A few days ago during the typhoon an event happened which has brought them still Mr. Butlin, who has seen more cancer than high seas were everyday occurrences; a wedding further into discepute. In the height of the most surgeons, believes absolutely in the good storm a boat cap-ized and two boatmen were faith of the official reporters of the Lourdes captain was asked to return to Leith as quickly t. thrown into the water. They managed to cling to the overturned boat and cry for help. This of disappearances of tumours of persons who "I must make an entry of all marriages, happened close to the side of a water-police have not been treated by faith, but who have births, or deaths on this vessel, in accordance steam launch, the grew of which made not the been condemned to death by competent surgeons. with the shipping regulations," he explained, and slightest effort to save the men. The unfor.

tunate pair were ultimately rescued by the crew cure, the case would naturally and honestly be

When the tug reached Leith the Count of a salt junk.

LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council is called for Thursday afternoon. The orders of the day, which include eight new Bills, brings to the sick man's bed the Angel of Hope, are as under:

First reading of a Bill entitled, "An Ordin, ance to secure the better training of Midwives and to regulate their practice."

First reading of a Bill entitled, "An Ordinance to relieve the Governor-in-Council of certain

First reading of a Bill entitled, "An Ordinance to amend the Young Persons Ordinance, under water. At the National Hotel the cellars First reading of a Bill entitled, "An

Ordinance to smend the Law of Copyright. First reading of a Bill entitled, "An Ordin- from the pavement. The rush of the River. ance to amend the Crown Lands Resumption Ordinance, 1900, and to make special provision for the Resumption of Crown Lands of small Seeburg value for public purposes."

First reading of a Bill entitled, "An Ordinance to amend the Protection of Women Girle' Ordinance, 1897."

ance to provide for the stopping up, diversion, of their own shares to the public while declaring turning or alteration in levels of Highways." First reading of a Bill entitled, "An Ordin-

ance to further amend the Liquors Ordinance, Second reading of the Bill entitled,

Supplementary Sum of Three hundred and zerhof quay, and extensive use is being made of Charges of the Year 1999."

Ordinance to smend the Tramw y Ordinance 1902.

LATEST STEAMER MOVEMENTS.

The German str. Borneo left Sandakan on the 9th instant p.m., and may be expected here on or about the 15th instant.

The M.M. str. Polynesien, with the French zell, Glarus, and Schweiz are also suffering Mail of the 19th ult., and mails from London severely. of the 18th alt., left Singapore on the 11th inst, at noon, and will arrive here on Monday communicates the following telegram to Reuter's morning, the 18th inst. The cargo of Silk shipped on board the M.M.

str. Tourane, which left this port on the 7th ult., was delivered in Lyons on the 10th inst. The P. & O. S. N. Co.'s str. Banca is en pected to arrive at Penang on the 14th instant

The P.M. str. China left San Francisco of

the 6th instant for Hongkong, via Honolule Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 3rd prox. via Honolulu, Yokohama, Kobe Nagasaki ani the 8th prox.

MAITH AND SCIENCE IN HARNESS.

MEDICAL MEN'S VIEWS ON MENTAL HEALING.

A remarkable symposium of prominent medical non on the question of faith healing is printed in a recent issue of the British Medical Journal. It is opened by Sir Clifford Allbutt, Regime Professor at Cambridge, while there are also entributions from Sir Henry Morris, Bart. Nr. T. H. Butlin, president of the Royal College of Surgeons, Mr. William Regius Professor at Oxford., Mr. T. Claye Shaw, Emeritus Professor at St. Bartholomew's Respital, and Mr. James Rorie, lecturer on

montal disease at Dublin University. The general feeling running through all the sticles may be summed up in the words of Sir Offord Allbutt, who writes as follows:-

To put limits to what God can do wer menimption indeed: but we must try to see

"Of the tenets of Mrs. Eddy I know too little to speak with assurance, but it is said that they edeavour to repel or evade the assaults of miterial evil by persunding themselves that itdoes not exist, that it is a spectre engendered in the warped and sinful medium of man's "Deeply as we may sympathise with the

fafinite love, this denial of the plainest facts of He is too andacious an imagination to serve us

defy knowledge, and the humblest truth must hee facts all is lost; we may not hypnotise bridesmaid, and the best man.

Mr. Osler, writing on the " Faith that heals,"

mith - the one great moving force which we can peither weigh in the balance nor test in the u gravitation, the radium of the moral and bridesmaid and the two solicitors, hurried on

scarcely does justice to the Hertha of the of Scottish land on that coast. physical world distributing force as from a great storage battery without money and with. minister, the Rev. Robert Johnston, of the out price to the children of men."

Sir Henry Morris discusses miracles at Lourdes. While neglecting the miraculous young man, with a fair moustache, dressed in a character of the cures, he throws no doubt on frock coast and silk hat, took the arm of his The director of the Telephone Bureau has the good faith of the medical men to whom the bride, Fraulein Weiss, who was in a dark walk. inquiry into the genuineness of the cures is dress, and they stood together on the captain's entrusted, but he holds that there is nothing in | deck. these cures that cannot be matched by the operation of natural causes.

striking cases of the immediate and spon- sively in the fashion of the Scottish Church, taneous cure of diseases which had brought just no it would have the patient to death's door. Both medical in the private room of an hotel if the and surgical cases have often been helped necessary notice had The water police have not a good reputation, by faith, and the medical man, according to the young couple joined hands, and then and as a body they are much disliked by the stries of articles under notice, is ever willing to Count slipped a ring on the bride's finger. acknowledge the aid he receives from unknown

> miracles, but he shows how fallacious experience as possible. But the skipper first of all produced is in such matters. He quotes many instances his log. daimed as a miracle.

The good which may be done by medical men by using the faith of their patient as a part of their materia medica is well summed up by the editor of the British Med cal Journal when

"Whatever exorcises the demon of Feur, and is a powerful aid to medical treatment. It is therefore, as unscientific as it is inhuman to put saide faith-healing as mere superstition."

SWISS FLOODS.

The floods at Lucerne have not diminished, and remarkable scenes are to be witnessed. The whole of the Schweizerhof quay is about 2ft. are flooded, and a temporary kitchen has been installed in the billiard-room, At the Kursaal the dressing rooms and cloak-rooms are under water, and the stage is reached by a stairway Reus brought down many salmon, one of which, weighing nearly 91b, was actually caught by the side of the roadway between Lucerne and

Fortunately, railway, communication has been re-established, and all the lines from Lucerne are now open, including the Gothard. The old wooden-covered bridge has been closed to traffic, and is guarded by troops. There was an ex-First reading of a Bill entitled, "An Ordin. citing scene yesterday afternoon, when two small boats were washed a rainst the iron bridge, but were eventually rescued from their perilous position with great difficulty by a motor launch.

The Rigi and Pilatus railways have not been interrupted, and no difficulties are experienced by those making mountain excursions. Great exertions are being made by the authorities for "An the comfort of visitors. Temporary horse Ordinance to authorize the Appropriation of a trams are running through the flooded Schweiraised timber side-walks. Communication is

possible in all parts of the town. The exertions of 600 soldiers at Stans are meeting with success, and one-third of the water Second reading of the Bill entitled, "An of the River Aar is now confined to the original ganisation by the authorities, in affording relief, considerable damage has been averted, and no ary meal." * Will not be proceeded with at this meeting lives are reported as lost in Switzerland, apart

from the catastrophe at Altdorf. At Zurich the water is still rising. Considerable inundations are taking place at Bale, the Rhine having rison over 16ft. The historic covered bridge over the Rouss at Gislikon has been completely washed away. St. Gall, Appon-

The agency of the Swiss Federal Railways

Bituation improved. Circulation still interrupted between Zug-Walchwil-Goldau. Stansstad-Engelberg, and Landquart Kueblis. Change of trains between Brienz-Meiringen, Landquart Coire." A Birkenhead telegram says it has been as-

certained that there have been a large number of visitors from Liverpool and Birkenhead to Oberammergan, to witness the Passion Play. Among the contingent detained by the floods The P.M. str. Manchuria will leave Sm are the following from Rock Ferry, Birkenhead: Francisco on the 12th instant for Hongkong, Mrs. Cameron, Miss Cameron, Miss Amy Hobson, Mrs. Bird, and Miss Josis Bird. Shanghai, and is due to arrive at this port of Nothing has been heard from them, but no fears are enterisined for their safety.

GRETNA GREEN AT SEA.

A new Gretna Green, off the coast of Scotland, has been discovered by Count Erik Lewenhaft, who was married in remantic fashion on the high seas on June 17th.

Count Lewenhait, who is the sou of a distinguished member of the Swedish Court now in London, took his bride, Fraulin Karoline Weise, to the tug Confidence, of Loith, and when the boat had passed the three-mile limit from the island of Inchkeith, a Scotch minister married them on the bridge.

in the North Sea was that Count Lewenhaft who is a lieutenant in the King of Sweden's Shanika Hussars, is unler orders to return to his regiment, and neither he nor his bride had resided in Scotland for the twentyone days required by law.

The reason for this dramatic wedding

The high sens, however, are outside the limit, and they learned that a marriage can be legally celebrated there by a minister at the shortest notice.

It was one of the most romantic marriages that even Scotland has known, and revived. with twentieth-century improvements, all the glamour of the old days when English couples travelled post haste to Gretna Green. Every detail was carried out swiftly and secretly, for Count Lewenhaft and his bride were auxious

The young Count met Fraulein Weiss at the door of an hotel in Princes-street, Edinburgh. in the afternoon, and took her in a taxicab down This is not to hope beyond knowledge, but to the docks at Leith, three miles out of the cify. Another taxicab brought two Elinburgh solibefore the noblest error. When we refuse to citors, a minister of the Church of Scotland, a

When the party reached the docks Count Lowenhaft chartered the ing Confidence, and the captain, Mr. James Nicholson, was not at

first told the romantic secret. "We want to go out for a craise," said the best man, a Swedish doctor, and the Count. gracible. Intangible as the ether, incluctable with his bride on his arm, followed by the mental spheres, mysterious, indefinable, known | board the tug. It was not till the Confidence only by its effects, faith pours out an unfailing | was well on her way up the picturesque waters he had a bridal party on deck. He was then "Well indeed did St. Paul break out into the asked to anchor three and a half miles from ismous, well-known panegyric, but even this Inchkeith, the little island that is the last point

> The little party then walked aft, and the Murrayfield Established Church, Edinburgh, produced his book. Count Levenhaft, a tall

The Scottish coast was outlined in the distance and all round was the open sea. The He brings forward in illustration some ceremony was conducted simply and impres-

Mr. Johnston then delivered a blessing and gave a short address as though marriages on the breakfast was unpacked from a hamper, and the

If such things should happen, as well they the couple smilingly gave him the necessary

and Countess Lewenhaft, after receiving congratulations, returned in a taxicab the Royal Hotel, Edinburgh. They left spend their honeymoon in the Tressachs, before

the Count returned to his regiment. "We did not know English and Scottish marriage laws well," said Court Lowenhaft before he left. I came here to get married and I said, "Karoline, there must be no delay, but they told me we must reside twenty-one days in Edinburgh. It was too long to wait, was it not? So we saw the solicitors, and they arranged everything quickly and splendidly.

"We did not want it known till it was over, but now we laugh. Is it not so?" Count Lewenhaft, with a happy smile, hurrie into the waiting carriage after the Countess, who nodded her approval.

CAN YOU-USE THE CHOPSTICKS

London, says an exchange, has taken to chopsticks, and the cult of the chop-sucy is spreading. Every night before and after the theatre Londoners are tasting the delights of a Chinese dinner or supper at the sign of the

Golden Dragon in Denman-street, Piccadilly. Although knives and forks are provided for European patrons, if they desire them, most of them insist on experimenting with the chopsticks. Americans are adept with chopsticks, and will use nothing else, but the woes of hungry Englishman who first tries to eat his food by picking it up with two pieces of wood are

The rice and sliced chicken has a reprehensible habit of slipping out of the chopsticks just when the diner is about to put the food into his

"I can teach any one to use the chopsticks in a few minutes," Mr. Cheung, the manager, said. "I have already taught many English ladies, who disdain a knife and fork in a Chinese restaurant. Of course, there is no need for a knife and fork really, since all the food is cut up in

"That is why a Chinese lancheon should appeal to business men-it is agreat saving of time, and one dish is as satisfying as an ordin-

The Chinese dish is a blend of all the things that make a four-course English meal. There is rice fried in egg as-a basis, slices of chicken, or prawn roe, or duck sausage, with tender bamboo sprouts. There are "chop-sueva" the various kinds of mixed dishes containing from fifteen to

thirty ingredients: A peculiar dainty of the Chinese restaurant is bean sprout, which grows in the kitchen in a day. Tiny green bulbs - like green peas, are imported from China. When they are placed in water they sprout, and the sprout is delicious and fresh to the palate.

TOURIST STEAMER ASHORE.

The British tourist steamer Viking, with London Polytechnic excursionists on board, went ashers on June 17th in Geiranger Fjord. There was no panic among the passengers. who were landed to make an excursion in the

Tugs refloated the ship, which was resting on a sandy bottom.



For every use in preserving. purifying and beautifying the skin, scalp, hair and hands of infants, children and adults, Cuticura Soap and Cuticura Ointment have no rivals worth mentioning. For affections of the skin and scalp of young and old that torture, disfigure, itch, burn, crust and scale, they succeed when all else fails.

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about Care and Treatment of Skin and Scalin.

"JAPAN'S MARIE TEMPEST."

KIMONO ERRORS.

One of the most refreshing among the qualities possessed by the Japanese actress, Mme. Hanako, who will make her appearance at the Coliseum is her frankness. However she may mince her

steps, she certainly does not mince her words. In conversation with a representative of The Daily Chronicle, Mme. Hanako, who has aptly been called "Japan's Marie Tempest," explained pretty freely her views on the difference she has noticed between ladies and their habits in

Europe and Japan. "In a strange country, or a country new to me," she said, "I should not, perhaps. be surprised at surprises. But there is one thing in particular that I cannot help expressing my astonishment with. In my Continental travels, and in my stay in England, I have observed that ladies have a fancy for wearing our kimono as a dressing gown! I wonder what they would say if they went over to Japan and found some of my country women leaving their morning bath, or taking their first meal of the day, in English ball dresses or afternoon gowns! I think they would say, or at least get the impression, that the Japanese lad es

were quite mad ! "And if English and French ladies must wear the kimono for a dressing gown," continued the Japanese actress, " why don't they have it made to fasten as we fasten it? It should lap over from left to right, not, as is the case with your womenfolk, from right to left. When a Japanese lady walks her draperies must fall from left to right. The ladies of Europe do not know this. If they delight to wear the dress of Japan they should delight to wear it properly, or there is neither souse nor compliment in the fashion. If they do not know how the kimono ought to be made, surely your manufacturers might be expected to have some

knowledge of the dress!" (This remark of Madame Hanako's seemed to our representative to come as something of a blow to certain English firms who have advertised their kimonos as having been

procured straight from Japan!) "In Japan," went on Madame Hanako, "the older a woman gets the smaller are made the sleeves of her kimono. I have not noticed any small sleeves on the kimonos worn by English ladies, however old they have been! But Japanese ladies are proud of their age; they never want to shorten it by a single month." "Rut, apart from this kimono and age trouble, I hope there is something in England

representative. "There is much that appeals to me," answered Madame Hanako at once; "but even my joy at being in London, and about toplay before London audiences again, cannot lead me to the lengths of praise that I observe, from interviews in your newspapers, are common with most foreign visiters to your country and your capital. Yourvisitors seem to say that everything is charming. Nothing they encounter, animate, or inanimate,

that appeals to you?" asked the Daily Chronicle

is snything less than the finest! I am sorry I cannot agree with them, but I am not sorry I cannot use a flattering tongue! You have a wonderful city here—a marvellous structure. We have nothing like it in my island home. You have many marvels here that make my little Japan quite insignificant. But there is one thing that Japan can show youdelightful, beautiful, unspoiled, natural, lovable, womanly woman! I may bewrong, but you do not seem to possess such a thing in Englandat least, not in any quantity. Your young women seem to me to be too old, and your old

women too young." At which point, fearing that more conversation with the bright little Japanese actress might spoil him for further communion with his own kith and kin, our representative thanked Mme. Hanako for her delightfully frank and honest opinions, and departed from the improv-

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NEW ADVERTISEMENTS

Re WILLIAM LYSAUGHT, Deceased.

LL CREDITORS having Claims against the above Estate are requested to send in to the Undersigned as early as possible. Dated this 11th day of July, 1910. DEACON, LOOKER & DEACON, Solicitors for the Executors.

CANADIAN PACIFIC

FOR VANCOUVER.

HE Steamship AYMERIC."

FROM HONGRONG,

TUESDAY, THE 26TH JULY, FOR VANCOUVER DIRECT.

To be followed by OCEANO 27th Sept. KUMERIC 20th Oct. AYMERIC ... 20th Nov.

SUVERIC 15th Dec. Bills of Lading issued to Victoria, Vancouver and Overland Points in Canadan and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to CANADIAN PACIFIC RAILWAY Co.

Hongkong. Hongkong, 12th July, 1910.

FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA,"

Captain von Doehren, having arrived, Consignoes of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given before To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date

they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 11th July, 1910.

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SHEWAN, TOMES & Co., General Managers Hongkong, 24th June, 1910.

INTIMATIONS

RE-OPENED RE-OPENED!

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(TELEPHONE No. 907) ON 7TH JULY, 1910. TINDER entirely New Management, this

popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests. MEALS, AFTERNOON TEAS.

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RESIDENCE RATES ON APPLICATION. All Cordially Welcome. W. GALLAGHER, Manager.

Hongkong, 7th July, 1910.

TENDERS.

ENDERS are invited for the Supply of LABOUR and JUNKS in connection with the Coaling of H.M. Ships, etc., at Hongkong for a period of 12 Months from the 1st August, 1910.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on the 16th July, 1910. A deposit of One Hundred Dollars will be required from persons tendering. This will be refurned in the event of non-acceptance of

The right is reserved of rejecting all or any tenders and of accepting any portion of a tender. EDGAR WATTS. Naval Store Officer.

H.M. Naval Yard, Hongkong, 4th July, 1910.

TENDERS FOR REVENUE FARMS. ENDERS are invited for the lease of the

REVENUE FARMS in the STATE OF Floor. NORTH BORNEO from 1st JANUARY, 1911, as set out hereunder :--Tenders will be received at the Office of the Government Secretary, Sandakan, up to 120'clock

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the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. GUTHRIE & Co., Singapore and Penang, or of Mesers. GIBE, LIVINGHTON & Co., at Hongkong.

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INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHN. Manager.

Hongkong, 4th December, 1907.

Paid-up Capital 1,212,500 0 0 3,204,753 7 10 II. Fire Funds The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates. SHEWAN, TOMES & CO.,

INSURANCE

NIORTH BRITISH AND MERCAN-

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

£19,121,310.

Authorises Capital ... £6,000,000

Subscribed Capital ... 3,275,000

TOTAL FUNDS AT 31st DECEMBER, 1908

TILE INSURANCE COMPANY.

Agents. Hongkong, 15th January, 1909.

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

B.S. "BRAEMAR,"

FROM GLASGOW, LIVERPOOL AND STRAITS. CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject All Claims against the Steamer must be presented to the Undersigned on or before the 5th Ang., or they will not be recognized. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 12th inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co, LTD.,

Agents. Hongkong, 5th July, 1910. AMERICAN AND MANCHURIAN LINE. NOTICE TO CONSIGNEES.

FROM NEW YORK.

HE Steamship "KASENGA." Captain A. W. Dobbs, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowleon Wharf and Godown Co., Ltd.,

Kowloon, and stored at Consignees risk and Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on TUESDAY, the 12th inst., at 3 P.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 12th inst. will be subject to rent. No Fire Insurance has been effected. Owing to cargo on board s.s. "KASENGA" having been on fire during the voyage. Consignees are hereby notified that before Bills of Lading can be countersigned an Average Agreement will have to be signed and a deposit of 10 per cent. upon the estimated net arrived

Agents. Hongkong, 6th July, 1910. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

value of their cargo lodged with us.

"DELHI," FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the shove-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods

are landed. This vessel brings on Cargo :---From London, &c., ex a.s. "Mongolia." From Australia ex a.s. " Persia." From Calcutta, ex as. " Palermo." From Persian Gulf, ex B. L.S. N. and B. & P. S. N. Co. a Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary within

6 hours. Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will

Godowna. E. A. HEWETT. Superintendent. Hongkong, 6th July, 1910. NAVIGAZIONE GENERALE

be admitted after the goods have left the

(Florio and Rubattino United Companies.) NOTICE TO CONSIGNEES.

FROM BOMBAY AND BINGAPORE.

"ITALIANA

FINE Steamship "CAPRI," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardons and/or extra hazardons Godowns of the Hongkong and Kowloon Wharf

and Godown Company, Ltd., Kowlcon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately. All Claims must be sent to the Office of the undersigned before Noon, on the 18th inst., or they will not be recognised. All Claims must be presented within ten days of the steamer's arrival here, after which date

they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining. undelivered after the 15th inst. will be subject to rent. All broken, chafed, and damaged goods are

to be left in the Godowns, where they will be examined on the 15th inst., at 9,30 A.M. No Fire Insurance has been effected.

Hongkong, 8th July, 1910.

CARLOWITZ & Co., Agents.

PREMINI

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS. We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20. Write for Handbook, sent post free. MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [230]



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WHAT IT has done for OTHERS it will DO FOR YOU Its refreshing and exhibarating effects are a revelation to those who have never tried it before: "WINCARNIS" has a charm all its own, which you

cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.

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COMPANY. MUSTARD &

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Soochow Road, Shanghai. [71

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AT LAST A REMEDY HAS BEEN

FOUND THAT CURES CONSUMPTION

Derk P. Yonkerman, Discoverer of

The New Cure for Consumption.

of failure, a remedy has been discovered that

has cured the Deadly Consumption even in

the advanced stages of the disease. No one

will longer doubt that Consumption can be

cured after reading the proof of hundreds of

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some after change of climate and all other

remedies tried had failed, and the cases had

been pronounced hopeless of cure. This new

remedy has also proved itself effective and

speedy in curing Catarrh, Bronchitis, Asthma,

and many serious throat and lung troubles.

In order that all in need of this wonderful

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ABSOLUTELY FREE

Don't wait if you have any of the symp-

Catarrh, Bronchitis, Asthma, pains in your

chest, a cold on your lungs, or any throat or

lung trouble. Write to-day for the free book &

of instructions, and cure yourself before it is

comments.

PROMISE

There is an old axiom to the effect that

what everybody says must be true,

Cortainly it is generally safe to follow the

crowd. Its Instinct is mustly right, and

in the matter of common allments you

may profitably pay hood to the epinion of

the majority-which in times of sickness

puts its faith in the efficacy of Beecham's

Pills. Nor has that trust been misplaced.

An annual sale of 6,000,000 boxes provos

the universality of the belief in the value of

Many preparations, miscalled remedies.

claim Impossibilities. They could not

reasonably make good much that is

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ments are put forward respecting

Bescham's Pitts. The steady demand for

them year after year proves that those who have need of them have found that

they wrought those cures that they are

announced to effect. No other medicine

is so generally and uniformly successful in

giving strength to the stomach correct-

ing the digestive system, and regulating

the liver, kidneys, and bowels, and the

use of Beecham's Pills will prove to your

MAKE GOOD

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Sald everywhere in boxes, price \$64.,1/1422/4.

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Marvellous as it may seem after centuries

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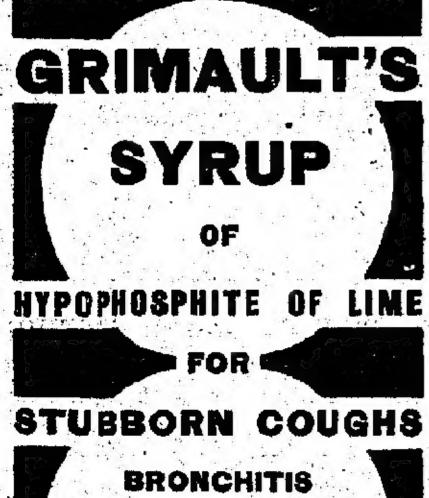
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No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

Manager.



WEAK LUNGS

CONSUMPTION.

CATARRH

RUBBER MARKET.

CAUSE OF PRESENT SITUATION SURVEYED. been limping painfully for weeks past had, writes from the former day's level, while the finer up vistas of pleasant country shead, and enthuniasm once again succeeded to melancholy. With the commencement of the present week, however, the course of affairs changed again for the worse, though for no reason that could be definitely assigned. It is probable, however, that the impending heavy special settlements there being no fewer than 25 on Wednesday in Rubber companies alone—turned the sentiment.

The heavy special settlements in May were the prime cause of the slump, and people were nervous lest the fresh batch should cause a repetition on a smaller scale of what happened before. The uncasiness was only natural under the circumstances, but it must not be overlooked that the technical position of the market is vastly stronger on this occasion than a month or so ago, when everything conspired to bring about a crash. The ragged "bull" engagements were enormous. Most operators had bought more shares than they could pay for conveniently, big Eastern selling orders were executed on a market almost bare of buyers, and in at least one conspicuous instance the vendors of an important company, whose shares stood at a very big premium, seemed to take fright, and pressing has, after, all, and contrary to expectations, brought very little excess over the previous for them into fractions. Then again there was disappointment felt regarding the sales by auction this week, some oversanguine anticipations having been formed concerning these which were foredoomed to disappointment.

THE WORLD'S YIELD.

Rubber Plantations Investment Trust was an did a good deal to put heart into the holders of future requirements on the cheapest terms. rubber shares. The position, it must always be remembered, is based fundamentally on the supply of and the demand for crude rubber. Now the consumption has most certainly not decreased during the past twelve months, and while supplies have increased so far as plantation rubber is concerned, there has been no alarming growth. The world's yield of cultivated rubber in 1906 was 530 tons, in 1907 1100 tons, in 1908 2000 tons, and in 19.9 4000 tons. On the other-hand, the total harvest of wild rabber in 1906 was 64,500 tons, in 1907 68,000 tons, in 1908 63,000 tons, and in 1939 65.000 tons. The total supply in 1909 was thus 69,000 tons, against 65,000 tons in 1908, 69,000 tons 1907, and 65,000 tons in 1906. There is no alarming increase here—indeed, the 1909 figures were only equal to those of 1907. Prices, however, have advanced enormously, and it is to be hoped that they will be kept at a moderate figure, so that consumption will not suffer. average selling price of plantation rubber in 1908 was 4s. 81d. per lb., in 1909 6s. 82d., and during January to June, 1910, 9s. 83d. In other words, the price has been doubled within a couple of years. When considering the present situation of crude rubber, it must never be forgotten that the higher the price of a commodity the less the stock which manufacturers keep by them. For one thing, consumers are mostly inclined to take the view that raw material is too dear and more likely to go down than up, and when prices actually are high they refrain from buying, except on a hand-to-mouth scale, and for another thing it costs about twice as much to buy a ton of rubber to-day as it did

likterest. MOTOE CARS AND THE SUPPLY. It may be taken for granted, therefore, that off preliminary expenses. the supplies in consumers' works are down to a very low level, and replenishment will be forced sooner or later. Unless the motor-car industry collapses the consumption of rubber must increase, for every car on the road is a tion, at par, 70,000 shares of £1 each out of a destructive user of rubber. Every new car total authorized capital of £200,000 was to be Mr. M.O. lar's running means so much more rubber a vear worn out of existence, and another source of demand for new rubber. Devise tyres of some other substance, and of course the future of rubber would be procarious, but the fact is that the demands of a new and huge industry have caught the world short of a staple of commerce, and rubber trees do not spring up to the

a couple of years ago, and money locked up in

tappable stage in a night. The following figures represent the stocks in ition. London and Liverpool at the end of May, with

ari ing sa in	May 31,	09 and 1908 May 31,	May 31
	1910.	1909.	1908.
	tons.	tons.	tons.
London stocks		506	870
Liverpool stock		1721	3733
Total	3800	22 :7	460

As regards the London returns, an increase of about 430 tons over last year is to be noted in the stocks of plantation growths, coming, of course, from the Middle East, while in Liverpool 1000 tons of the increase is accounted for by Para rubber. The Antwerp position is rather interesting, as is shown by the following returns :-

1910, 1909, 1908, Sales during May 115 426 355 tens. Sales, Jan. 1-May 31 ...1629 1846 2337 Arrivals, Jan. 1-May 31 1630 1417 1826 ,,

Stocks, May 31 534 677 758 ... Even with the auction deadlock in May, which was in force in Antworp as well as elsewhere stocks are substantially lower than a year ago and with normal sales last month would probably not have exceeded 250 tons all told. So fer this month the June arrivals in Para are very small, the total up to June 9 being only 280 tons, or at the rate of less than 1,000 tons for the month. whereas last June they were 1570 tons, and in June 1,908 1560 tons. The Para position is set

Receipts at Para. July 1, 1909, to June 9, 1910...38,210 tons. July 1, 1908, to June 30, 1909...38,090 tons. July 1, 1907, to June 3", 1908 36,650 tons.

AT THE SALE ROOM.

In view of the tension in the share market it was obvious that unusual interest would be taken in the auction sales of rubberheld in Mincinglane this week, the sale-room being full of faces unfamiliar to habitues, some of whom could scarcely find accommodation for the crush of people directly interested in shares and only to this extent concerned with rubber. The results attained at the auctions must be regarded as satisfactory, although allowance must be made Chinese Daily Press. for the misplaced enthusiasm of the Stock Exchange who appear to have looked for a big Is the oldest and still immeasurably the best advance in prices. It is a matter for congratulation that the deadlock between buyers and sellers has come to an end, and also that practically everything offered sold. The sales ended up with a better tone altogether than they started with. On the first day bidding was slow, and while the lower grades went off pretty well, the run of demand being chiefly on these, there was a slackness about the demand for the fancy parcels which was reflected in comparatively poor prices

being obtained. With Tuesday, however, competition broadened, buyers who had hesitated CAUSE OF PRESENT SITUATION SURVEYED. previously apparently feeling that a trading The long lane of depression through which basis had been established, and bidding with the holder of shares in Rubber companies has greater freedom, drove prices up a few pence a correspondent of the Evening Standard on grades were in decidedly better-demand. Fine June 17th, a sharp turn last week, which opened | crepe sold up to 9s. 6d., Lanadron block to 9s, 7d., and smoked sheets up to 9s 21d.

A POINT WORTH NOTING.

On the whole, therefore, final prices marked very little change from those ruling at the sales three weeks ago, a result which in view of the unsettled condition of the share market and the very heavy quantities submitted for disposal must be regarded as encouraging. A point worth noting, too, is that whereas formerly (or when the market conditions were at their best) fine plantation rubber made a premium of about 5d a pound over fine hard Para this position has now been precisely reversed. Various inferences may be drawn from this. In spite of the recent recovery in the latter, there appears to be no pressure to sell, and this may not unreasonably be attributed to the stronger statistical outlook in Para growths, which may possibly react favourably upon the general market situation. The crop figures given in another paragraph are well worth examination by all interested, showing, as they do, that in spite of the much higher prices ruling this year the movement of supplies from the Amazon Valley has, after, all, and contrary to expectations, season. The comparatively stronger tendency of fine Para rubber may, therefore, not be without some significance as regards the future course of the general market. Another fact which has not escaped attention is the continued demand from various American and European sources for plantation rubber crops, It is possible now that the dust of panic has for which pretty high prices are bein; offered settled and the atmosphere is clearer to take a for distant delivery. There is just a possibility calmer survey of the situation, and the speech | that when such demands on the part of big conof Mr. C. A. Lampard at the meeting of the sumers have been satisfied the market may enter upon a fresh phase. Consumers are no doubt admirable exposition, and one, moreover, which | doing their best in a quiet way to provide for

PLANTATION LABOUR AFFAIRS. Labour affairs in the plantations are still the subject of much discussion in the Middle East, and as this is a matter of vital importance and one to which frequent allusion has been made in these articles, it may not be out of place to refer to the utterances of the Straits Times in relation thereto. This local authority points out that the problem of securing adequate labour is all-important, and adds that " the way to solve it is not to resist the inevitable tendency of wages to follow prices." As is very justly said, in the rubber business the relation of wages would ensure plentiful supplies would scarcely make an appreciable difference in profits. when trees are ripe for tapping every tapper | RENNIE. short means an annual loss of \$1,350." This subject, but it is not necessarily the wrong way, and the inference is that the costs of collecting rubber in the widdle East are likely to increase.

RUBBER NEWS.

BUNGEI SALAK RUBBER COMPANY. The report states that tapping was commenced on Sungei Salak in June, and the total quantity of rubber secured to December 31 was 5,145lb. which sold at an average net price of Bs. 33d. per lb. The total amount available from the sale stocks of a commodity is money not earning of the rubber and from interest and registration fees for 1908-1909 is £2,541, and after deducting expenses the cost of tapping and superintendence, the balance—£677—has been written

FORTHOOMING ISSUES.

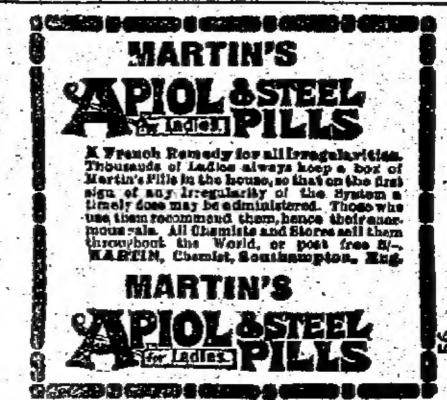
The prospectus of the Bila (Sumatra) Rubber | Mr. J H. Backhouse Lands (Limited), offering for public subscrip- | Mr. A. Bizgs issued on Monday, June 20th.

An issue is shortly to be made by the Seychelles Rubber and Coconnut Estates (Limited), which has a capital of £100,000; 68,000 shares will be offered for subscription. The prospectus of the Rangoon Para Rubber Estates (Limited) will shortly be issued. The capital of the company is £250,000 in £1 shares and 160,000 shares will be offered for subscrip- | Capt. T. P. Hall

KUALA LUMPUR RUBBER COMPANY,

The board have issued a circular to the shareholders announcing that they have availed themselves of an opportunity of purchasing Mrs. W. D. Kraft some 410 acres of good land adjoining the Madam Krieper O company's estates, at an average price of about Mr. M. J. van Lakerveld £10 per acre. They propose to proceed at Mr. G. T. Lloyd once with the planting of this land, thus wr. E E Luidy 7 bringing up the total planted area to over Mr. G. B. Mac's 3,000 acres. The cost of the acquisition of the new area has already been met out of the profits of the current year, and it is intended to reserve out of the profits of this and subsequent years such further amount as may be required for its development and upkeep, No further issue of capital, therefore, will be

Messre. Gow, Wilson, & Stanton, Limited, report recently that sheet and biscuits sold at from about 8s. 6d. to 9s., two parcels of smoked sheet making from 8s. 102d. to 9s. 32d., the latter price being paid for some of the Highlands rubber. Fine crape sold up to 9s. 72d., and the medium kinds were in rather better demand than has recently been the case.



(Chinese Daily Press). PUBLISHED DAILY,

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SOLE AGENTS IN HONGKONG:

and from ALL WINE MERCHANTS. [46

LABUAN COAL,

TOTICE-THIS COAL can only be obtained from THE LABUAN COAL-MIRLDS Co., Lo., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams : " Labor Labuan."

BRADLEY & Co., Agents. Hongkong, 12th August, 1909.

CHILDREN OF

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE to selling value is "so low that a rise which (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

Working 300 days a year at 50 cents a day a /THE VOLUME which consists of 461 good tapper carns \$150. He can tap two acres, . Pages, and includes a Sketch Plan of and each will produce 250lb. of rubber. Five historical interest showing the disposition of hundred pounds of rubber at an average net the Forces at the battle of Kweilin, is dedicated profit of \$3. per pound is \$1,500, so that to Sir Robert Harr, G.C.M.G., and Dr. A.

Its description of Chinese Social Customs is a somewhat unusual way of looking at the and Superstitions, combined with the insight it gives into political conditions in China, makes CHILDREN OF FAR CATHAY" an oxcellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

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SHIPPING IN PORT.

STEAMERS Anghin, German str., 1,001, C. Kinnpel, 6th July-Bangkek 27th June, Rice and Meal -Butterfield & Swire.

BENLEDI, British str., 2,019, Webster, 8th July-Moji 2nd July, General Gibb, Tivingston & Co. Buyo Maru, Japanese str., 1,816, Yatsayanagi, 5th July-Dalny 28th June, Coal-Mitsui Bussan Kaisha.

CAMBRIAN KING, British str., 2,315, T. B. True, 9th July-Cardiff 25th May, Patent Fuel - Admiralty. CAPRI, Italian str., 2,718, D. Mouke, 8th July

-Bombay 18th June, General - Carlowitz, CHINHUA, British str., 1,359, A. S. Harris, 30th June-Shanghai 26th June, General -Butterfield & Stire.

CHIPSHING, British str., 1,199, F. Mooney, 7th July-Tientsin 30th June, Chefoo 113 and Weibniwei 2nd July, General - Jardines Matheson & Co EMPRESS OF INDYA, British str., 3,032, S.

Robinson, 7th July-Vancouver 15th June, Mails and General-C. P. R. Co. GREGORY APCAR, British str., 2,961, S. H. Belson, 8th July - Singapore 3rd July, General-David Sassoon & Co. HAIMUN, British str., 641, A. H. Stewart, 10th

July-Swatow 9th July, General-Douglas Lapraik & Co. HAIVANG, British str., 1,336, A. E. Hodgins, 9th July-Foochow, Amoy and Swatow

8th July, General-Douglas, Lapraik & Hongkong, French str., 742, A. Cornelinson, 9th July-Haiphong and Hoihow 7th July,

General-A. R. Marty. Hus, French sir., 742, Panier, 8th May-Haiphong 5th May, General-A. R.

KAIFURU MARU, Japanese str., 1,903, S. Suda, 6th July-Moji 30th June, Coal-Mitsui Bussan Kaisha. KEEMUN, British str., 5,866, R. J. Conradi, 9th

July-Kuchinutsu 5th July, General-Butterfield & Swire. Konsichans, German str., 1,292, C. Rosiefsky. 6th July -Bangkok 30th June, Rice and Wood-Butterfield & Swire. KOREA, American str., 5,651, S. Sandberg, 4th

July-San Francisco via ports 7th June. General-P. M. S. S. Co. Кимсноw, British str., 1,449, J. D. Martin, 3rd July-Suigon 29th June, Rice and General-Man Fat.

Kumsang, British str., 2,078, W. G. G. Leask. 3rd July - Calcutta, Penang and Singapore 27th June, General -Jardine, Matheson & MANDASAN MARU, Japanese str., 3,246, K.

. Shimidzu, 3rd July-Müke 27th June, Coal -Mitsni Bussan Kaisha. Manshu Maru, Japanese str., 3,254, H. Nishi. 6th July-Moji 28th June, Coal-Toyo Kisen Kaisha.

NANSHAN, British str., 1,299, Chas. Hawn, 6th July-Sigon 2nd July, General-Bradley NINGCHOW, British str., 2,617, H. L. Allen,

8th July-Liverpool and Manila 6th July, General -Butterfield & Swire. NORTHUMBEIA, British str., 2,756, Hadley, 9th July-Miike 3rd July, Coal-Mitsui Bussan Kaisha.

PHEUMPENH, British str., 1,056, J. H. Scott. 1st July-Saigon 26th June, Rice-Wo Fat Sing. RAJAH, German str., 1,275, Reher, 7th July-Bangkok 29th Jane, Rice-Butterfield &

Rubr, British str., 1,619, A. Fraser, 4th July -Manila 1st July, General-Shewan, Tomes & Co.

SARTE BANDJEE, Chinese str. 667, J. Martin, 29th May-Singapore 22nd May, Wood and Iron-E. C. Wilds. SEATTLE MABU, Japanese str., 6,132, T. Saito.

4th July-Manila 2nd July, General-Osaka Shosen Kaisha TAMING, British str., 1,350, G. H. Pennefather,

8th July-Manila 5th July, General-Butterfield & Swire. Tymeric, British str., 2.159, Robt. McIlwaine.

25th June-Newcastle, N. S. W., 3rd June, Coal-Order. VICTORIA, Swedish str., 989, Thor. Eckert. 6th July-Saigon 2nd July, Rice and Rice. meal-Wallem & Co

VOLUTE, British str., 2,599, H. Jackson, 26th June-Singapore 19th June, Petroleum in bulk-Asiatic Petroleum & Co. WAISHING, British str., 1,200, Holmwood, 6th July-Hongay 4th July, Coal-Jardine. Matheson & Co.

Wongkoi, German str., I,115, T. Hecken, 8th July-Bangkok 29th June, Rice and Meal -Butterfield & Swire. WUHU. British str., 1,227, A. Tucker. 9th July -Saigon 5th July, Rice-Butterfield &

YATSHING, British str., 1.424, S. J. Payne, 7th July-Bangkok and Kohsichang 24th June. Rice and General-Jardine, Matheson & YUSHUN, Chinese str., 1,079, C. A. Westerland.

4th July-Tientsin 27th and Chefoo 28th June, General-C. M. S. N. Co. SAILING VESSEL. Arnow, British barque, 2,971, McIvor, 20th May-Anjer 8th April, Kerosene Oil-

HONGKONG TIDE TABLE.

Standard Oil Co.

From July 12th to 18th, 1910.

HIGH WATER. LOW WATER. Hongkong Height Hongkong Height. Wed. 13 m 3 8 29 B 41 A Thurs 14 TE 9 23 9 25 A m 10 25 8 7 16 m 6 18 0 4 8 17 m 5.69 10 52 a 3 1 1 4 a 3 7 11 85 a 3 3 1 46 a 2 1 Mon. 19 m d 22

> HONGKONG METEOROLOGICAL. REGISTER.

Hongkong Observatory, July 11th.

Provious Day On Date at | On Date 10 a.m. at 4 p.m. at 4 p.m. Barometer 29.89 29.71 Temperature Humidity Wind Direction SSW . Force ... Weather

Highest open sir Temperature on 10th 26 Lowest open air Temperature on 10th 82

SHIPPING.

ARRIVALS. Bujun Maru, Japanese str., 1,304, Y. Fuseno, 10th July-Shanghai 3rd and Swatow 9th July, General-Osaka Shosen Kaishs. INABA MARU, Japanese str., 4,837, K. Kawara, 11th July-Senttle via Ports 7th July, General-Nippon Yuson Kaisha.

JOHANNE, German str., 952, M. Jpland, 11th July-Pakhoi 9th and Hoikow 10th July, General-Jebsen & Co. KWANGTAH, Chinese str., 1,536, J. Pratt, 10th

July-Shanghai 6th July, General-C. M. MATHILDE, Gorman str., 831, Chr. Ulderup, 11th July-Haiphong and Hoihow 10th

July, General and Pige-Jobsen & Co. Mausano, British str., 1,614, G. S. Weigall, 10th July—Sandakan 4th July, Timber— Jardine, Matheson & Co. Scandia, German str., 4,000, von Döhren, 11th July-Hamburg 27th May, General-

Hamburg-Amerika Linie. TAISANG, British str., 1,544, G. P. Matthens, 11th July-Amoy 9th July, Ballast-Jardine, Matheson & Co. TJIMAHI, Dutch str., 2,720, Bouman, 11th

July-Swatow 10th July, General-Java-

China-Japan Lijn. CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 11th July-

Capri, Italian str., for Singapore. Chipshing, British str., for Tientain. Hongkong, French str., for Halphong. Kumsang, British str., for Singapore. Taisang, British etr., for Saigon. Yatshing, British str., for Bangkok.

DEPARTURES. 11th July. KWANGTAH, Chinese str., for Canton. NANCHANG, British str., for Swatow.

SHIPPING REPORTS. The British str. Taisang reports: Moderate S.W. wind, clear weather. The British str. Mausang reports: Fresh

S.W. monsoon, corresponding sea and fine clear weather. The Japanese str. Inaba Maru reports : Experienced S.W. gale during the voyage from Shanghai

The Chinese str. Kwangtak reports : Strong wind and high sea from the Heishans to Chapel Island; afterwards light to moderate wind and

VESSELS IN DOCK.

KOWLOON DOOK .- Sarie Bondjer, Houngho,

Bui Cheong, Gloria, Dragon, Haiyang. COSMOPOLITAN DOCK .- Tymeric. TAIKOO DOCK-Union Sheet, Hephacstus, Chinhua, Rubi, Chinkiang.

VESSELS PASSED ANJER.

Jane 17, British str. Mayane Riley, June 17, from Batavia for Amsterdam. June 18, British str. Orestes, Watson, from Amsterdam for Batavia.

June 20, Dutch dredger Bromo, April 5, from Amsterdam for Batavia. June 20, British str. Islander, Deans, June 18, from Singapore for Christmas Island. June 22, Norwegian str. Heimdal, from

June 23. British str. Knowsley Hall, from Delegoa for Batavia. June 26. British str. Landale, from Buenos

Ayres for Batavia. June 28, British str. Priam, Lowes, June 28, from Batavia for Rotterdam. June 28, German str. Reichenback, Muller, from East London for Batavia

June 29, Dutch str. Nias, Feninga, May 14, from Hamburg for Bataria June 29, British str. H. Q. J. K. from Now-

port News for Japan. June 30, British etr. Islander, Deans, from Christmas Island for Singapore. June 30, British str. Waipara, May 13, from Hull for Brisbane.

VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. str. Kleist, carrying the German Mails with dates from Berlin of the 15th ult., left Singapore on the 8th inst. at 6 p.m., and may be expected here to-day at 6 p.m. THE INDIAN MAIL

The Apear str. Japan left Mojl on the 9th instant morning, and may be expected here on or about the 14th instant morning The Indo-China str. Kutsang left Calcutta. for the Straits and Hongkong on the 7th inst, and is due here on or about the 23rd inst.

THE AMERICAN MAIL. The T.K.K. str. Nippon Maru left Yokohams on the 11th inst. en route to Hongkong, and is due to arrive at this port on the 19th

The P.M. str. Siberia left San Francisco on the 28th ultimo for Hongkong, via Honolulu. Japan and Manila, and is due to arrive here on

the 29th inst. THE CANADIAN MATL The C.P.R. Co.'s str. Monteagle left Van-

couver on the 30th ultimo a.m. for Hongkong via usual ports of call The C.P.R. Co.'s str. Empress of Japan left Vancouver on the 6th instant a.m. for Hongkong via usual ports of call.

THE AUSTRALIAN MAIL. The E. & A. str. Empire left Sydney on the 6th inst., for Queensland Ports, Timor, Manila and this port. MERCHANT STEAMERS.

The "Shire" Line str. Carmarthenshire left Singapore for Hongkong on the 7th instant, at 7 p.m., and may be expected here to-day. The I.G.M. str. Room left Shanghai vis Foodhow on the 9th inst., at 8 p.m., and may be expected here to-morrow p.m. The Bank Line Ltd.'s str. Aymeric left Vancouver, B.C., on the 4th ult, for Hongkong vis

Japan ports. The I.G.M. str. Coblems left Kuchinotsu on the 10th instant, at noon, and may be expected here on or about the 14th instant p.m.

The P. & O. S. N. Co.'s str. Malta is due here at daylight on the 14th inst. The P. & O. S. N. Co's str. Sunda left

Singapore for this port on the 8th instant, at 5 p.m., and is due here on the 14th instant at about 6 a m. The Mogul Line str. Lenson left Singapore

on the 10th instant, and may be expected here on or about the 16th instant The O.S.K. etr. Chicago Haru left Tacoms for this port via Japan and Manila on the 25th ultime, and is expected here on or about the 2nd prox.

VESSELS ADVERTISED

To ascertain the ancharage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kewlson are marked "k," nearest Hongkong "h," midmay between Hongkong and Kowloon "m," and these vessels berthed at the Kowloon Wharf "kw." together with the number denoting the section. SECTIONS.

2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point. 1. From Green Island to the Harbour Master's.

	DESTINATION.	TROSEL'S MANIS.	PLAG & BIG	BRITH.	CAPTAIN.	POR PREIGHT APPLY TO	TO BE DESPARCHED
	LONDON & ANTWERP VIA SINGAPORE, &c	MAUTA	Brit str		G. M. Montford, B.N.B.	P. & O. S. N. Ce	About 14th inst.
	TONDON PLAMRITEG & ANTWERP	GLERLOUHY 110 110 10-	DLIF BOT 11-		100 an nam 140 040 044	TANDAN, LORES & CO., LD.	On 15th inst
	LONDON ROTTERDAM & ANTWERP.	PEMBROXESHIES	EXI, BLT.		C. W Grandon B W To	PAGO NE NE COLLEGE	OH WILL THEM OF TINAME
h	LONDON, &c., VIA USUAL PORTS OF CALL	SITHONIA	Ger str	k. w.	Brehmer	HAMBURG-AMBRIKA JAMES 11.	OH SOLD THEIR
	ROTTERDAM HAMBURG & ANTWERP. &C	SEGOVIA	Ger. arr	1 w	Hacha	HAMBURG-AMERIKA LININ	On 10th Aug. End of Aug.
	COUDENET A CIENT & ST. PRITERSHIRG	INDIEN	LAIL EUR.			Метонка & Со	End of July.
h	COPENHAGEN A WAMPURG VIA STRAITS &C.	Arabia	Ger str	Lw.		HAMBULG-AMERIKA LURIN	On 18th fost.
2	I TATOR & PANEITRG VIA STRAILS &C	DIEABILIA	Cer, But.	- T	Filler	HAMBUEG-AMERIKA LINIE	On 25 h insti On 17 h Aug
4	LY ANTON A MANUFER CONTRACTOR AND ACTOR AND ACTOR	MCANDIA	Crer. Bor.	k.∀.	Wm. Thomsen	NIPPON YUBEN KAISHA	On 17:h Aug., at D'light
	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C	TONKIN	Fron.str.		Charbonnel	MESSAGERIES MARITIMES	On 19th inst., at 1 P.M.
h	I at a management Townson is A MERGER TIA HINGAPORE CO.	MIBHIMA MAKU	COMPANIE CO.		A E Moses	NIPPON YUSEN KAISHA	On 20th inst., at D'light On 29th inst.
	lear a region of the Control of the	MECKLENBURG ets cor	Crer, Rul	THE RESERVE TO	M Haging	NIPPON YUSEN KAISHA	On 3rd Aug., at D'light
ß.	MARSEITLES, LONDON & ANTWERP VIA SINGAPORE, &C.	ROON	Ger. str.	1. 133. 7 . 13.20	H Rehm	MELOHERS & CO	On 14th inst., at 10 A.M.
	THUTTOUT DATE OF ATNICATION BOOKS AND ADDRESS.	PERSIA car car ste no	Chille Botte tee	31.37	P Glurostich	SANDER. WIELER & CO	On Zith mac, r.m.
1		THAZER	DLIN STL			DODWELL & Co., LTD	To-morrow.
n.	BOSTON & NEW YORK	EMPRESS OF INDIA	Beit, str	1 m.		I CANADIAN PAULIC De Commission	On 16th inst., at 6 P.M.
	TVANCOIVER VIA BHANGHAL JAPAN & CO	MONTEAGLE.	DEM Bloke . 914	The state of	444 444	LANADIAN PACIFIC D. CO.	On 16th Aug., at Noon. On 19th inst., at 4 P.M.
. 40	IVIOTORIA BO& SEATTLE, YIAKEELUNG, &C.	INVRV DIVERA	. vap, but		K. Kawam J. Boyd	DODWELL & CO. LAD	On 26th inst.
	VICTORIA. VANCOUVER, B.C., TACOMA, E.C.	AYMERIO		10, 27,		CANADIAN PACIFIC B. Co	On 26th inst.
×.,	VANCOUVER (DIRECT) VICTORIA, BC, & SEATTLE VIA KEELUNG, &co	TAMBA MARU	. Jap. str	-	K. Sato	NIPPON YUBEN KAISHA	On 16th Aug., at 4 P.M. To-merrow, at Noon.
	TACHMA VIA KEELUNG & JAPAN	SEATTLE MARU	July ser-		T. Saito	Toyo Kinny Kaisha	On 25th Aug at Noon
	CALLAO IQUIQUE, &C., VIA JAPAN PORTS, &C	KIYO MARU			G W Eidy	BUTTERFIELD & SWIPE	On 27th inst, at 4 P.M.
. 7.	AUSTRALIAN PORTS VIA MANILA	NIEKO MARU			M. Yagi	NIPPON YUBEN KAIBHA	On 5th Aug., at Noon. On 2nd Sept., at Noon.
	ATTEMPRATIAN PORTS VIA MANILA	KUMANO MABU	. Jap. str	-	M. Winckler	NIPPON YUSEN KAISHA	On 16th inst., at D'light
	AUSTRALIAN PORTS VIA MANILIA	HITACHI MARU	Jap. str		H. Raegener	NIPPON YUSER KAISHA	On 21st inst., at Noon
4	YOLOHAMA IND KOBE	PRINZ WALDEMAR			The Tankers	Mexample & Co	A DOUT ZOLE LINE
i	NAGABAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	-	M. Winckler	NIPPON YUSEN KAIBHA JAVA-CHINA-JAPAN LIJE	COLUMN CLESS PERSONS
	TADAN	CHIPSHING		Ī	Bouman	JARDINE MATHESON & CO., LD.,	To-morrow, Be troom.
	CITEROO & TIENTSIN	Huichow	Brit, str.	7 6 1 1 1	E. Forayth	BUTTELFIELD & BWIRE	On Ziet inst., at 4 Lint.
	GETANGHAT NAGASAKI KOBE & YOKOHAMA	KLEIST	Ger. str		O. Pahnke	DAVID SARROON & CO., LTD.	To-morrow, at Daylight
	BHANGHAT KOBE & MOJE	CIREGORY TALCAR	Date But	At many and the second of	S. H. Belson	HAMBURG-AMERIKA LIMIE	Un 14th inst.
to	THE MANAGE AND ADDRESS AS THE PROPERTY OF THE	BUJUN MARU	Jap. str	-	Y. Fuseno	OCAYA SHORET KATREA	On 14th inst., at 10 A.M.
g).	TOWARD THAT	CHINHUA	Brit. str.	1 m.	A. Harris	P & O S. N. Co	A DOUG 14th Line
ar	SHANGHAT MOJI KOBE & YOKOHAMA	DUNDA ser les se	Bullion Admin	A 10 10 10 10 10 10 10 10 10 10 10 10 10	R. A. Peters	MESSAGERIUS MARITIMES	On 18th inst, P.M.
1.	SHANGHAL KOBE & YOKOHAMA SHANGHAL MOJI & KOBE		Jap. str		S. J. G. Parsons	WIDDON VHERN KAISHA	On 20th inst.
X-		ASSAYE	Bnt. str		Owen Jones, R.M.B.	P. & O. B. N. Co	ALDUMY ALBO AND WAR
14.	ANTI-STOTE OF TOTE OF MOTE	KUTRANG	. Brit. str		Bradley Hildebrandt	HAWRIEG AMERIKA LINIE	On Sord Har
ıg	BHANGHAI, KOBE & YOKOHAMA	TWDYEN	Dan str.	700 00	The state of the s	Mercurend & Co.	End of July,
Jo.	네 통이 보고 보고 보고 되는데 보고 생각이 있는데 생각이 되었다면 있는데 되었다면 하고 있는데 되었다면 되었다면 하는데 하는데, 이번 이번 이번 이번 이번 이번 되었다면 되었다면 되었다.	The Control of the Co	A 12 A 2 A 14 A 12 A 2 A 14 A 14 A 14 A		LI Kanna	D & O S N CO	About 24th inst.
441					Y. Yamamoto	THE FROM A TO BE INSTRUMENTAL TO A LIMITED.	THE SOUTH MESON OF THE PARTY OF
	ANPING VIA SWATOW & AMUY	DAIGI MARU	Jap. str		TI Managarana	LOGITA SHORMY KAISHA	On Tita share at to war.
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13.		ALALM UNIVERSE BALL TO 1	Sil. Prizes more l'Il		A. H. Stewart	L Device the Property of the Control	1. I delliotto he di alvava
w,		LUCKEN BLACKATE 444 401	The state of the state of the	and the second s	THE Demonstrate	DATEST AD TARRATE & CO	On 15th inst, at Iv A.M.
	SWATOW & SHARW FOOCHOW	· · · · · · · · · · · · · · · · · · ·	Will of the life and the steam is the	2 h.	J. W. Evans	DODGLAS LAPRAIK & CO	ON TACK THREE OF TO WAY
18,		** * * * * * * * * * * * * * * * * * *	# 4		P. H. Rolfo	TANKER MARKENN & CO. LD.	On 15th inst., at 4 P.M.
						A THE LANGE THE PROPERTY AND THE PROPERT	Or 10m thou at 7100m
v ;	MANILA	LOONGSANG	Brit. str		S. J. Payne	JARDINE, MATHEBON & CO., LD.,	On 23rd inst. at Noon.
					R. Rodger	TARRY MARKET WARREN & CO., LD.	On 20th inst at 4 P.M.
ne		· · · · · · · · · · · · · · · · · · ·					
1	KUDAT & BANDAKAN	HARATA MARU	Jep. str.			THE REPORT OF THE PARTY OF A SHARE THE PARTY OF THE PARTY	TO THOUSAND STATE OF THE PARTY
11		Control of the Contro			Moresco	TARREST MACHINEN & CO., LD.,	To-morrow, at Noon.
5		The late of the la	THE PERSON NAMED AND THE	 10.00 (10.	Zwart	JAVA-CHINA-JAPAN LAJN	Quick despatch.
**	BATAVIA, CHERIBON, SAMARANG, &c						进入中央公司公司公司公司
4.8	THE CONTROL OF A MARKET PRODUCT A MINUS OF THE WORLD WILLIAM WILLIAM TO CONTROL TO A MINUS WHEN	THE RESIDENCE OF THE PROPERTY	THE RESERVE THE PARTY OF THE PA		The state of the s		THE RESERVE OF THE PROPERTY OF

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	Tons.	Capt	ain.	To Sa	il on er About.
Steamer.			Section 5		
			Add of	26+1	July.
AYMERIC	4,363	J. Boyd F. W. D	Avies	27th	September.
CEANO	6,232	G. B. M	oGill	20th	October.
			1. 174. 11 Be		24-19-14 Mark 11

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

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vor.	STHAMKES TONE	TO HATTL:
SHANGHAI, NAGASAKI, KOBE		
NAPLES, GENOA, ALCIERS, GIBRALTAR, SOUTHAMPTON,	" ROON" 15.900	(Thursday, 14th
ANTWERP & HAMBURG		
GUINEA, BRISBANE, SYDNEY		
	"PRINZ WALDEMAR," 6,100 Capt. F. ISEBE "PORNEO" 5.050 (-	
KUDAT and SANDAKAN	"BORNEO" 5,050 {-	end of Juy.

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NORDDEUTSCHER LLOYD. MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA. Hongkong, 7th July, 1910.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER BAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
	From Quebec.
EMRPESS OF INDIA "SAT., 16th July EMPRESS OF JAPAN" SAT., 6th Aug.	"EMPRESS OF TRELAND" FRI., 12th Aug "ALLAN LINE" FRIDAY, 2nd Sept
MONTEAGLE" Tuesday, 16th Aug.	Para dan dan dan barangan kacamatan dan barangan barangan barangan barangan barangan barangan barangan baranga
EMPRESS OF INDIA" BAT., 17th Sept.	"ALLAN LINE" FRIDAR, 14th Oct "EMPRESS OF IRELAND" Fri., 4th Nov
EMPRESSOR JAPAN SAT., Sen Occ.	

Steamships leave HONGKONG at 6 P.M. "Empress" "Monteagle THE Quickest route to CANADA, UNITED STATES and EUROPE, salling at A SHANGHAI, NAGABAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy

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and 1st Class Railway ,... First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

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FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE YIA BUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

TOBALL RYKAMERS "POLYNEBIEN" SHANGHAI, KOBE On 18th July, P.M. Capt. Bruno YOKOHAMA (On 19th July, "TONKIN" MARSEILLES VIA PORTS Capt. Charbonnel | 1 P.M. "ERNEST SIMONS" (On 2nd Ang., MARSEILLES, VIA PORTS Capt. Girard

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 7th July. 1910.

P. THOMAS, AGENT, Queen's Building.

VESSELS ON THE BERTH

FOR SHANGHAI, KOBE AND MOJIL THE Steamship

"GREGORY APCAR." Captain S. H. Belson, will be despatched for the above Ports TO-MORROW, the 13th July at Daylight.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified dector. Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120. For Freight or Passage, apply to DAVID SASSOON & Co., LTD.,

Hongkong, 12th July, 1910.



AUSTRIAN LLOYD'S STEAM NAVI-

STEAM FOR FIUME AND TRIESTE (DIRECE). Calling at SINGAPORE, PENANG CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILE to Persian Gulp. Red Sea. Black

SEA, LEVANT, VENICE, and ADRIATIO PORTS). THE Company's Steamship

" PERSIA," Capt. P. Giurgevich, will be despatched as above on WEDNESDAY, the 27th July, P.M. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor. For information as to Passage and Freight,

apply to SANDER, WIELER & Co., Agents, Princes Buildings. Hongkong, 6th July, 1910.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH APPROAN PORTS.

THE Steamship

"DELHI," Captain G. W. Gordon, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 23rd July, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 9.500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tes for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egypt," due in London on the 4th Soptember, 1910. Parcels will be received at this Office until

P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to Superintendent.

Hongkong, 11th July, 1910.

Gutler. Palmer & Go.'s.



GNETE WHISKY

SPECIAL

Gutler, Palmer & Go., London. AGENTS

HONGKONG.

FOR EUROPE AND AMERICA. INDIA. AUSTRALIA, &CO., and for PRIVATE RESIDENTS AT THE OUTPORTS.

A Comprehensive and Complete Record NEWS OF THE FAR EAST. is given in the ONGKONG VATERILY

DRESS, with which is incorporated

THE CHINA OVERLAND TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

STEAM NAVIGATION COMPANY.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

STRAMERS MANITA
SWATOW & SHANGHAI "TAMING" On 12th July, 3 P.M.
CHINKIANG" On 13th July, Noon. SHANGHAT "CHINHUA"..... On 14th July, 4 P.M. SWATOW, AMOY & SHANGHAI ... "HOIHOW" On 14th July, 4 P.M. CHEFOO & TIENTSIN ... "HUICHOW" On 21st July, 4 P.M. MANILA, ZAMBOANGA, THURS-)
DAY ISLAND, COOKTOWN, CHANGSHA" On 27th July, 4 P.M. BANE, SYDNEY & MELBOURNE DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHEVAN," CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Salcon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY These Steamers Land Passengers in Shanghal, avoiding the inconvenience of

transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36. For Freight or Passago apply to-BUTTERFIELD & SWIRE, Hongkong, 12th July, 1910 AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

III IGHEST Class, Fustest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine. FOR

SWATOW, AMOY AND FOOCHOW AND RETURN. Occupying 9 to 10 Days).

STEAMSHIPS. CAPTAIN LEAVING. Capt. A. H. Stewart TUESDAY, 12th July, at 10 A.M. "HAIMUN" "HAICHING" ... Capt. W. C. Passmore... FRIDAY, 15th July, at 10 A.M. "HAITAN" Capt. J. W. Evans ... TUESDAY, 19th July, at 10 A.M. TUESDAY, 19th July, at 10 A.m.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to-DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS. Hongkong, 9th July, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) * TIENTSIN VIA SWATOW, & WCHIPSHING .. Wed'day, 13th July, Noon. BTEAMERS

SINGAPORE PENANG & CALCUTTA" KUMSANG"... Wed'day, 13th July, Noon.

MANILA

"YUENSANG"... Felday, 15th July, 4 P.M.

SANDAKAN

"MAUSANG"... Wed'day, 20th July, 4 P.M.

"LOONGSANG" Friday, 22nd July, 4 P.M.

"SHANGHAI, KOBE & MOJI ... "KUTSANG"... Tuesday, 25th July, Noon. RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS The Steamers "Kursang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yangtaze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sul. Exch. 4.

I Taking Cargo on Through Bills of Lading to Kudat, Luhad, Datu, Simporna, Twao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 12th July, 1910. GENERAL MANAGER

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATICC., L.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

			SUBJECT T	U ALTERAT	.10W	
	D	MBTINATION		STEAMERS	D	ATE OF SAILING
4.3	SHANGHA	I. YOKOHAN	IA and KOBE	"INDIEN"		d of July.
	经营销品的					
K.	COPENPA	GEN		"SLAM"	mercelesses Er	ed of July.
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	COLEMA		TMIRMODUMG	TWDTEN	agire at ionnen and Lil	id of August.
	Fo	r Further Part	culars apply to	M	ELCHERS	& CO &
	Wanadea	no. 2nd July. 1	010		AGENTS	

NYUSENKAISHA

(THE JAPAN MAIL STRAMSHIP CO.) PROJECTED SACTINGS PROM HONGKONG-

SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS. SATLING DATES.

TUESDAY, 19th

July, at 4 P.M.

Aug, at 4 P.M.

Aug., at Noon.

Aug., at Noon.

WED'DAY, 20th MISHIMA MARU July, at Daylight. Capt. A. E. Moses, MARSEILLES, LONDON and ANTWERP, via SINGA-PORE, PENANG, (WED'DAY, 3rd KAGA MARU 7,000 \ Aug., at Daylight Capt. M. Hagino, COLOMBO and PORT ATSUTA MARU WED'DAY, 17th Capt. Wm. Thomsen, 9,000 | Aug., at Daylight

18 TURDAY, 13th Aug., from Konn.

VICTORIA, B.C. and (§ INABA MARU SEATTLE. via KEELUNG. Capt. K. Kawara, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and | TAMBA MARU TUESDAY, 16th YOKOHAMA Capt, K. Sato, SYDNEY and MELBOURNE, NIKKO MARU FRIDAY, 5th via MANILA, THURSDAY Capt. M. Yagi, ISLAND, TOWNSVILLE KUMANO MARU

FRIDAY, 2nd Sept., and BRISBANE Capt. M. Winckler, 6,000 at Noon. BOMBAY via SINGAPORE HAKATA MARU WED'DAY, 13th. and COLOMBO July, at 5 P.M. Capt. A. Mocker, SHANGHAI, MOJI and I BINGO MARU WED'DAY, 20th

KOBE ... July. Capt. S. J. G. Parsons, 7,000 HITACHI MARU KUBE and YOKOHAMA THURSDAY, 21st Capt. N. Mathieson, 7,000 July, at Noon. NAGASAKI, KOBE KUMANO MARU WED'DAY, 3rd

CHEAPEST RATES

Capt. M. Winckler,

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Retura. Kobe Betura. Moji Retura. Nagasaki Retura. \$120 \$110 \$90 -\$100 1st CLASS \$ 80 \$ 70 \$50 \$ 60

With Optics of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy, I Cargo only. * Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Ballways and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's

Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.

YOKOHAMA ...

-T. KUSUMOTO, MANAGER [13-125



OHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TON	8. CAPTAIN	FOR	SAILING DATE.
RUBI 254	O A. Fraser	Manila	On 16th July, Noon
	O B. Rodger	Manila	On 23rd July, Noon.
For Freight or Passage	apply to		N, TOMES & Co.,
Hongkong, 27th June, 191	0.		eral Managers. [12

HAMBURG-AMERIKA HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sallings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

to HAVRE BREMEN and HAMBURG and to NEW YORK. FIAKING Cargo at Through Rates to all European North Continental and British L. Porte, also Trieste, Lisbon, Oporte, Marseilles, Genoa, and other Mediterranean.

Levantine, Black See and Baltic Porte, and all North and South American Ports Also via Atlen or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports,

> NEXT SAILINGS FROM HONGKONG: HOMEWARD.

OUTWARD.

FOR SHANGHAI, KOEB & YOROHAMA 8.8. SCANDIA 14th July. 8.8. SAXONIA ... 28th July. S.S. SPEZIA ... 12th Aug. S.S. ALESIA. ... 26th Aug.

FOR HAVES, BEHMEN & HAMBURG: S.S. ARABIA ... 18th July. FUR ROTTERDAM, HANBURG & ANTWERP S.S. SITHONIA ... 23rd July. FOR HAVEN & HAMBURG: S.S. BRASILIA ... 25th July. Range FOR MARSHILLES & HAMBURG: S.S. MECKLENBURG 29th July. FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. SEGOVIA 10th Aug. FOR HAVEE & HAMEURG:

Further Particulars, apply to-

S.S. SCANDIA ... 17th Aug. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 12th July, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SHEVIOR FOR CALLAO, IQUIQUE, VALPARAISO, ETG., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. KIYO MARU 17,200 tons gross ... Ball Aug. 25th, at Noon. S.S. BUYO MARU 10,500 , , Oct. 22nd, at Noon. S.S. HONGKONG MARU ... 11,000 ... Dec. 21st, at Noon. For particulars apply to

Hangkong, 6th July, 1910.

N. YAMADA, Acting Manager. TOYO KISEN KAISHA, King's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration). TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL BAILWAY, (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking carge on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico.

Central and South America. STEAMERS. Tons LHAVES. (Gross reg.) "SEATTLE MARU" WED'DAY, 13th TACOMA VIA KEELUNG, Capti T. Saito July, at Noon. MOJI, KOBE and YOKO-CHICAGO MARU" WED'DAY, 10th Capt, I, Goto

Aug., at Noon The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

STEAMERS LEAVES. BHANGHAI VIA SWATOW "BUJUN MARU" THURSDAY, 14th July. AMOY & FOOCHOW Capt. Y. Fuseno at 10 A.M. TAMSUI VIA SWATOW "DAIGI MARU" SUNDAY, 17th July, & AMOY Capt. M. MUBAYAMA at 10 A.M. ANPING YIA SWATOW "JOSHIN MARU" WED'DAY, 20th July, & AMOY Capt. Y. YAMAMOTO at 10 A.M.

Special Reduction of 20 per cent, will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine, The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class

Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. I, Queen's Buildings.

T. ARIMA, MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

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TION of 1910. Head Office for the Far East :-16, DES VŒUX ROAD, HONGKONG.

Japan Office. 32. WATER STREET, YOKOHAMA.

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

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BREWERS AND MANUFACTURERS OF ICE DEPOT.

:55 & 57, DES VŒUX ROAD.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, PIA SINGAPORE AND PENANG. Having connection with Company's Mail THE Steamship

Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-BANKAN. ADBIATIC. LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI," Captain Moresco, will be despatched as above TO MORROW, the 13th inst., at 3 P.M. For further particulars regarding Freight

and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 12th July, 1910.

SHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"PEMBROKESHIRE." Captain Hayes, will be despatched as above on FRIDAY, the 15th July, This Steamer has superior accommodation for First Class Passengers at Cheap Rates, being fitted throughout with Electric Light and Electric Fans in State Rooms and Saloon. For Freight or Passage, apply to JARDINE, MATHESON & Co., LD.,

Hongkong, 8th July, 1910.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malahar Coast).

"WYNERIO"

will be despatched for the above Ports TO-MORROW, the 13th July, 1910. For Freight, apply to ARNHOLD, KARBERG & Co., General Agents. Hongkong, 21st June, 1910.

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"GLENLOCHY" Will be despatched for the above Ports on FRIDAY, the 15th inst. For Freight and/or Passage, apply to SHEWAN, TOMES & Co.,

Agents. Hongkong, 2nd July, 1910 REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK. S.S. "GHAZEE" ... On 30th July. For Freight and further information, apply DODWELL & Co., LTD.,

Hongkong, 7th July, 1910.

LENK, GEBRUEDER RODEWISCH I/V.

MANUFACTURERS OF

BERLIN WOOL. NEW SAMPLES JUST ARRIVED!

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE

REPRESENTATIVE FOR CHINA: HUGO C. A. FROMM,

Hongkong: 4, Queen's Building. Telephone 960.

43-2]

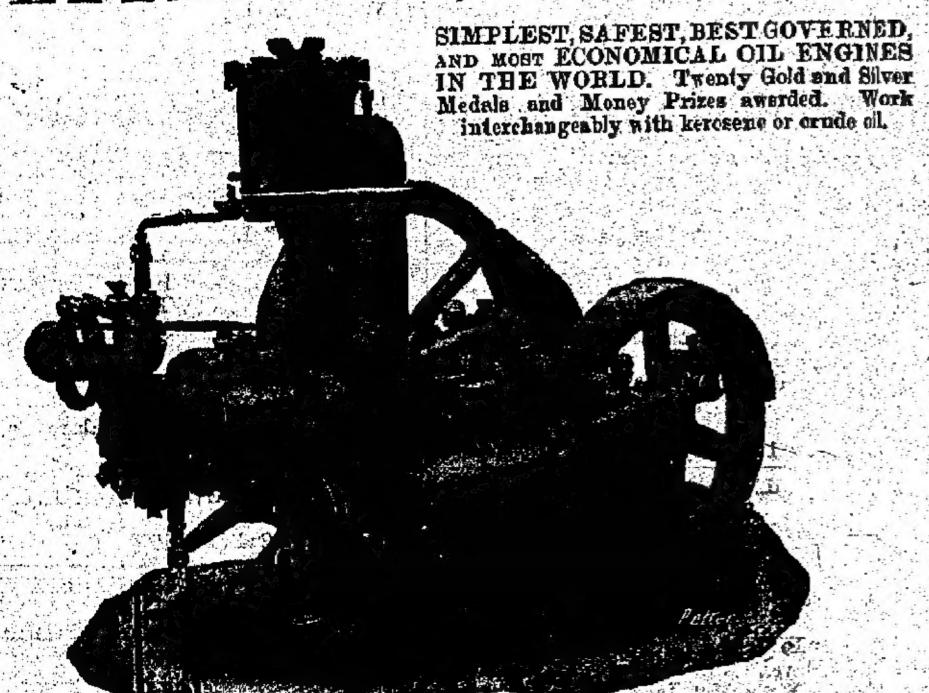
POST OFFICE NOTICE.

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Kleist, with the German mail of the 14th June, left Singapore on Friday, the 8th inst., at 6 p.m., and may be expected here to-day, at 6 p.m.

The Polynesien, with the French mail of the 17th ulto, left Singapore on Monday, the 11th inst., at noon, and may be expected here on or about Monday, the 18th inst. This packet

POE	PER	DATE.
	Haimun	Tuesday, 12th, 9.00 AM
watow, Amoy and Fooshow !	Capri	Tuesday, 12th, 11.00 Am
ngapore, Penang and Bombay	Yatshing	Tuesday, 12th, 11.00 A M
angkok	Sui Tai	Tuesday. 12th, 1.15 r m
	Taming	Tuesday, 12th, 2.00 P M
anghai, Kobe and Moji	G. Apcar	Tuesday, 12th, 5.00 P M
cihow and Pakhol	Johanne	Tuesday, 12th, 5.00 P M
-tulkana	Mathilde	Tuesday, 12th, 5.00 PM
watow. Weihaiwel and Tientsin		Wednesday, 13th, 11.00 a M Wednesday, 13th, 11.00 a M
m canore. Panang and Calcutta		Wednesday, 13th, 11.00 A M
near and Sharichal	** P11+ 21 A.F	Wadnasday 13th 11 CO at
atavia, Cheribon, Samarang and Sourabaya		Wednesday, 13th, 11.00 A M
celung, Mo,i, Kobe, Yokohawa and Tacoma	Sui Tai	Wednesday, 13th, 1.15 P M
acso Down on A Rombay	Capri	Wednesday, 13th, 2.00 F M
ingapore, Penang and Bombay watow, Amoy, Foochow and Shanghai	Bunjun Maru	Thursday, 14th, 9.00 A M
MW/OM' Truink! T control. The same		Thursday, 14th,
		Printed Matter and Sam-
		ples 7.00 A M
A. T. M. de Meileste	Roon	Registration 8.00 A M
UROPE, &c., India via Tuticorin		Registration, Kowloon
		No late fee: 7.30 a M
		Letters 9.00 a m
	But Mad	
EC80	Bui Tai Chinhua	Thursday, 14th, 3.00 P M
harmaning to the second of the	Hailore	Thursday, 14th, 3,00 P M
watow, Amoy and Shonghai hanghai, Nagasaki, Moji, Kobe and Yokohama	Carmarthenshire	Thursday, 14th, 3.00 P M
watow. Amoy and Focchow	Haiching	Friday, 15th, 9.00 A M
watow, Amoy and Focchow okohama and Kobe	Tjimahi	Friday, 15th, 11.00 A w
	Sui Tai	Friday, 15th, 1.15 p.m.
anila	Tuensang	Friday, 15th, 3.00 P M
anila Ange Yap, Maronu, Friedrich		
		72.00
Wilhelmanalen, Mart, Hobart, }	Coblens	Friday, 15th, 5.00 r m
Matupi, Brisbane, Synn. Hobart, } Launceston, New Zealand, Dun.		
Melbourne, Adelaide, Perthand Fremantle		Saturday Yell Tree
anila	Rubi	Saturday, 16th, 10.0C a m
	Market Water	Saturday, 16th, Printed Matter and Sum-
		ples 10.00 a m
		Registration 10.00 A M
		(Registration with late
EELUNG, SHANGHAI, NAGASAKI, KOBE,	Vanas .	fee of 10 cents, up to
	AUTCU	10.70
HONOLULU AND BAN FRANCISCO)		Registration, Kowloon
		B.O. 10.00 A M
		No late fee
		Letters 11.00 A i
	Sui Tai	. Saturday, 16th, 1.15 P M
	Holstein	Saturday, 16th, 3.00 P a
Satavia, Samarang and Sourataya		Saturday, 16th,
		Registration, Kowlood
		B.O 3.00 P 1
HANGHAI, NAGABARI, ROBE, YOKOHAMA,		Printed Matter and Eam
The state of the s	Empress of India	ples 4.00 P 1
SIBERIAN MAIL TO EUROPE		(Registration, with lat
		fee of 10 cents up t
	Constitution of the state of	4.00 P M) Letters 5.00 P
	17_/1	Tuesday, 19th, 9.00 A
watow, Amoy and Fooshow	Haitan	Tuesday, 19th,
		Printed Matter, and San
		ples 10.00 A
EUROPE, &C., INDIA VIA TUTICORIN		Registration 10.00 A
TO THE TRANSPORT OF THE PROPERTY OF THE PROPER		(Registration with la
	Tonkin	fee of 10 cents up
The state of the s		10.45 AM)
Time for the new clearing was ov		Registration Kowloo
included in this contract mail.		B.O 10,00 A
		No late fee
	Mark to the	i Letters 11.00 A
Keelung, Shanghai, Moji, Kobe, Yokkaichi,	Inaba Maru	Tuesday, 19th, 3.00 P
CITITION A URUBILLIDE A PARTIE OF THE PROPERTY OF THE PARTIES OF T		Tuesday, 19th, 5.00 P
At Danabe shit L. Ciully	Total barrens and and	Wednesday, 20th, 3.00 P
Pandakan (*)	the second secon	Thursday, 21st, 3.00 P
1 777 1 - 1 - 1 - 1 - 1 - 1 -	Hwichow	THE PARTY OF THE P
ren Taland (OOKOWE, Obition	Janes & Small	
Warmagerillo Hydratio Mydney.	Aldowham	Tuesday, 25th. 9.00 A
T -www.noorner Wall Yalk Dillie Hitch		
Addigida Dirinddik, Perth. and E coment		Tuesday, 26th, 11.00 A
Chambral Koha and Mott	A STATE OF THE STA	
Manile Zamboanga, Port Darwin, Thursday		
		Wednesday, 27th 3.00 P
Island, Cooktown, Cairns, Townsville,	} Chanasha	A farmontall was and the
Island, Cooktown, Cairns, Townsvino, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide,	7 Vitangelar.	



Sizes 14 to 50 B.H.P. Prices for "Handy-Man" Series from \$500
Write for new Illustrated Catalogue and particulars to— WILLIAM C. JACK & CO., LTD., 14, Des Voux Road, Hongkong. SOLE AGENTS FOR SOUTH CHINA.

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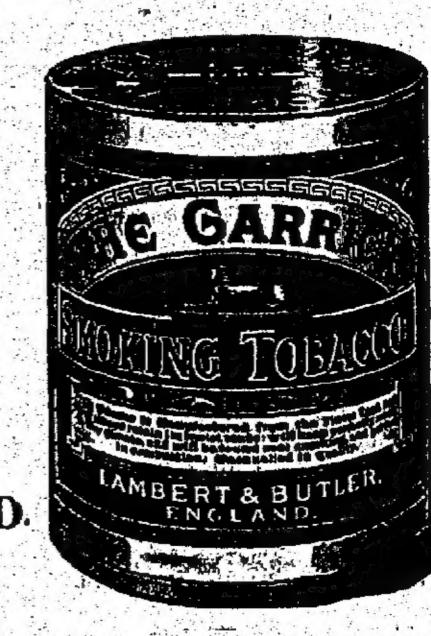
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COMMERCIAL. -:0:-EXCHANGE CLOSING QUOTATIONS.

July 11th. ON LONDON :-Telegraphic Transfer 1/9 & Bank Bills, on demand 1/9 B Bank Bills, at 30 days sight 1/9 Bank Bills, at 4 months eight 1/9 Jredits, at 4 months eight 1/9 B Documentary Bills 4 months' sight1/10 & ON GERMANY:-On demand......184 ON NEW YORK :---ON BOMBAY:-ON CALCUTTA:--ON SHANGHAI:-ON SINGAPORE :- On demand763 ON BATAVIA :- On demand1077 ON HAIPHONG: On demand31 / pm.

Hongkong . Hongkong .

SHARE LIST.—QUOTATIONS.

HONGKONS, JULY 11TH, 1910.

Hongkong,	JULY 11TH,	1910.		
Stocks.	NO. OF SHARES.	VALUE.	PAID UP-	CLOSING QUOTA- TIONS CASH.
BANKS.— Hongkong & Shanghai Bank Corporation National Bank of China, Limited	120,000 99,925	\$125 £7	all £6	\$950, sellers £89.10
Bell's Ashestos Eastern Agency, Limited	8,604	12/6	12/6	\$76, buyers \$8, sellers
Thina Borneo Company, Limited	60,000	\$12	\$12	89½, sellera
Thina Light and Power Company, Limited.	50,000 50,000	\$10 \$1	\$10 \$1	\$1.50, sellers
China Provident, Loan & Mortgage Co., Ld, Cotton Mills.—	200,000	\$10	\$10	\$81, sellers
Ewo Cotton Spin's. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld.	125,000	Tla. 50 \$10	Tls. 50	Tis. 12 . \$5 ₂ , sellera
International Cotton Manufing Co., Ld. Laou-Kung-Mow C. Spin & Weav. Co., Ld	10,000 8,000	Ths. 75 Ths. 100	Tls. 75 Tls. 100	Tls. 62. Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000 40,000	Tls. 500 \$7½	Tls. 500	Tls. 240. \$19, buyers
Dairy Farm Company, Limited DOCKS AND WHARVES.— H'kong & Kowloon Wherf & G. Co., Ld.	60,000	\$50	all	\$56, sellers
Hongkong and Whampos Dock Co., Ld.	50,000 10,000	\$57 \$63	all \$63	\$50, sales \$9, sellers
New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld	55,700 36,000	Tls. 100 Tls. 100	Tls. 100	Tls. 79. Tls. 120,
Shanghal and Hongkow Warf Co., Ld., tenwick & Co., Limited	18,000	\$25	1277 11 23	and the second of the
Green Island Coment Co., Limited	400,000	\$10	A	\$64, sellers
Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited	7,000 60,000	£10 310	\$10	\$205. \$193, buyers
Hongkong Hotel Company, Limited	12,000 8,000	\$50 {	\$50 \$25	\$107, sellers \$83, sellers
Hongkong Ice Company, Limited Hongkong Rope Manufacturing Co., Limited	5,000 60,000	\$25 \$10	all	\$152½, sellers \$20½, buyers
TWRUBANCES.	10,000	THE LOW		7 4 - Com
Canton Insurance Office Co., Limited China Fire Insurance Co., Limited	20,000 24,000	\$100	\$20	\$113. sales
China Traders Insurance Co., Limited Hongkong Fire Insurance Co., Limited		\$250	₹50	\$355, buyers
North-China Insurance Co., Limited Union Insurance Society, Limited	12,400	\$250	8100	\$825, buyers
Yangtam Insurance Association, Limited LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.	150,000	\$10	all	881, sellers
Kowleon Land and Building Co., Ld Shanghai Land Investment Co., Limited	78,000	Тв. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,300	\$ 50	\$50	238, buyers
SociétéFrançaise desCastrb'ges du Tonkin Raub Australian Gold MiningCo., Ld	16,000 200,000			8625. 67½, sellers
Peak Tramways Co., Limited	25,000 50,000	\$10	all y	
Philippine Co., Limited	75,000		A CONTRACT CONTRACTOR	
REFINERIES.— China Sugar Refining Co., Limited	20,000	\$100		\$168. \$26, sellers
Luzon Sugar Refining Co., Limited	7,000 4,000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Robinson Piano Co., Limited STEAMSHIP COMPANIES.— China and Manila Steamship Co., Ld	30,000		825	87, sellers
Douglas Steamship Co., Limited Hongkong, Canton & Macso S.B. Co., Ld	20,000	\$50		\$291. sellers
Indo-China Steam Navigation Co., Ld	60,000 prof 60,000 def	1 0	144 142 14	65, {L'don £6.
Shell Transport & Trading Co., Limited		E.		98/- enles (\$24, sellers
Star Ferry Company, Limited	10,000 6,000	\$10	3 8	1814, Bellers
South China Morning Post, Limited Steam Laundry Company, Limited	20,000		The same of the sa	
STORES AND DISPENSABLES.— Campbell, Moore & Co., Limited	1,200	31/ 3 \$		
Wm. Powell, Limited	15,000 10,000	\$1	0 \$1	
A. S. Wetson & Co., Limited	3,00	31	0 \$1	0 \$10, buyers 4 \$111, sellers
United Asbestos Oriental Agency, Limited,	9,900 ordy 100 fdex	B \$1	0 81	0 \$300.
Union Waterboat Co., Limited RUBBERS.—	50,00	VI day		7/6
Allagars Anglo-Malays			Ξ	29/- \$20 (Sta.)
Balgownies				112/6 63/6
Bukit Kajangs Castlefields, fully paid				130/-
Cheviots Eastern and International				32/6 32/6 prem.
Highlands and Lowlands				137/6 8/- prem.
Kuala Lumpur				18/3
Ledbury's	7.1			92/6 61/6
London Asiatics				15/6 6/6
Moriemans				8/- sales \$43 (Sta.)
				32/6
Singepore and Johores				\$19 (Btr.)
Sumatra Paras Sungei-Kapars United Serdangs			1 =	135/
United Serdangs	Value		terest.	Quotation

Mal Mal Patr

Hongkoug, 29th January, 1910. Quotation

Tla. 250 7% p. annum | Par.

VERNON & SMYTH, Share Brokers,

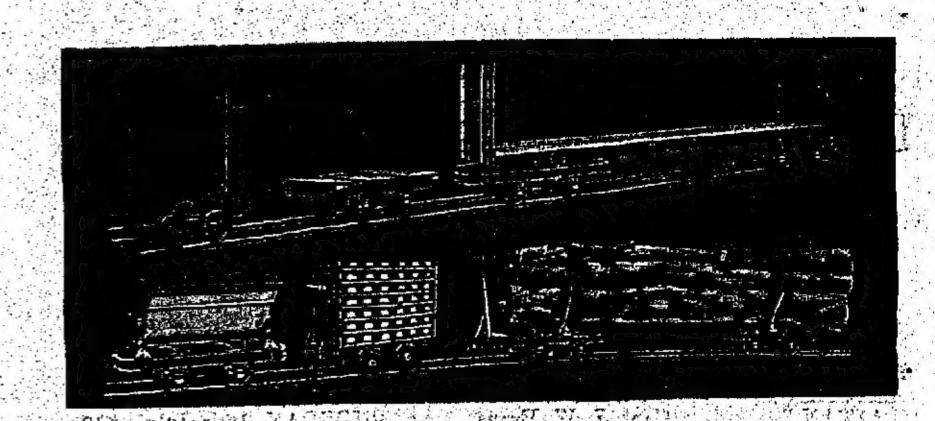
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